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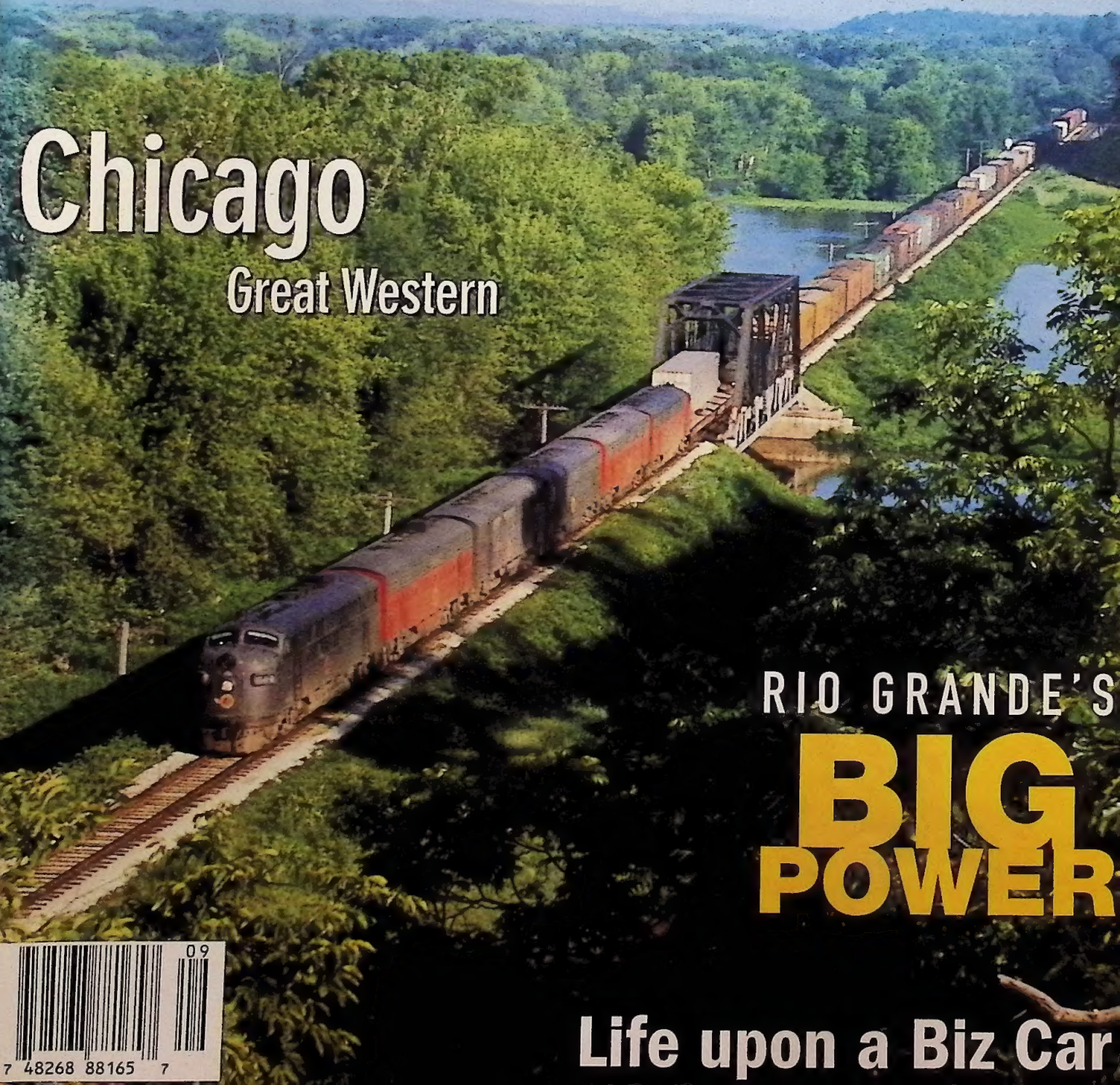

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Barbara L. Webb

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This powerful Challenger-type locomotive (class L-105 4-6-6-4) was a common sight in the high country of Colorado, hauling long coal trains between Leadville and Minturn across Tennessee Pass. These articulated giants worked over the highest point on the Denver & Rio Grande Western, at an elevation of more than 10,000 feet. An Elesco feedwater heater mounted in front of the smokebox gave a bullish look to the engines as they coaxed heavy trains up the grade to the summit.

While early dawn breaks on a frosty morning in 1938, No. 3703 has an easy time across the flats west of Malta, Colorado, before heading up the Pass with a Civilian Conservation Corps special. Only 14 years later, this beautiful locomotive suffered a blemish to its reputation in a spectacular boiler explosion north of Salida.

VINTAGE RAILS™

SEPTEMBER/OCTOBER 1999 ISSUE NO. 20

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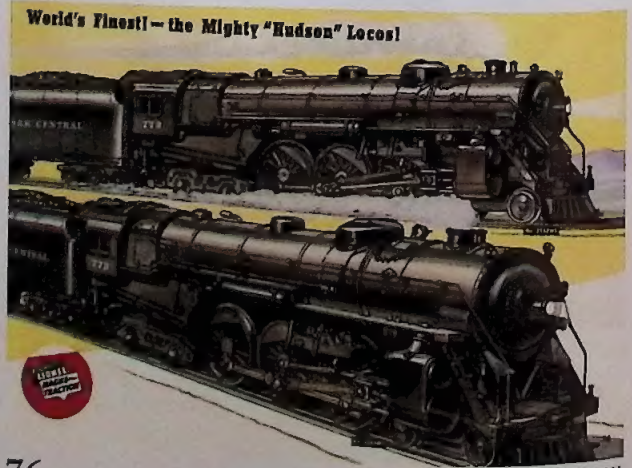

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64 Denver & Rio Grande Western 2-8-0 Consolidation 1151 heads out of Alamosa, Colorado, on the branch to Creede with a solid string of reefers for the potato harvest along the line on November 21, 1956. No. 1151, built in 1908, closed out the standard gauge steam era for the Rio Grande—running on this very line—a mere month later, on December 26.

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Cover

As seen from the majestic bluffs overlooking the Mississippi River, six Chicago Great Western Covered Wagons lug Oelwein-Chicago train 192 over Illinois Central trackage just north of Portage, Illinois, on June 22, 1967. Within minutes, the train will attain its home rails at Aiken. See pages 56-63 for more about the CGW. Photo by Mike Nelson.

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A Different View of Railroading

Come on up and take a look around. Ride along for a while. You get a different view from up here. You'll find out that there's a great deal more to railroading than what you can see from trackside.

Certainly, railroading is heavy machinery—monstrous steam locomotives, sleek diesels, streamlined varnish, and strings of outside-braced 40-foot boxcars. But it's also people, people who keep the trains running. In this issue of VINTAGE RAILS, you'll meet all sorts of fascinating railroad employees, from a general manager to a motorman, an agent, and a secretary. You'll ride along with a friendly crew through the maze of tracks in Chicago (Unforgettable Railroad Days), watch as a new president reshapes a struggling railroad (Classic Railroad Stories), and venture to the highest and lowest points of American railroading with Richard Steinheimer (Rare Pleasures).

Sharing his experiences as secretary for Santa Fe's general manager of Eastern Lines, Steve Patterson debunks the glamorous myth behind the business car. He provides a rare glimpse—sometimes humorous, sometimes touching—behind the scenes on the "biz car." Climb aboard. You'll have the honor of meeting General Manager Olson himself, as well as the people who make his life on the rolling office bearable: Turk, the chef, and Vince, the porter.

Another view of American railroading comes from Gordon E. Lloyd, who, after returning from overseas duty in World War II, set out with two friends on a southwestern interurban odyssey. Thanks to Lloyd, you can ride along on the likes of Oklahoma Railways and the Texas Electric. You can listen to the friendly, garrulous Pittsburg County Railway motorman, pleasantly surprised to meet three visitors who have traveled over a thousand miles just to ride in his car. Mention the motorman's name, and the foreman in McAlester, Oklahoma, might just show you around the car barn.

Far to the north, George Drury takes you aboard the obscure mixed train on the former Oregon Trunk Railway—the only mixed operating on the newly formed Burlington Northern system in 1970. Since the mixed is composed of 70-plus freight cars and a single combination caboose-coach–baggage car–coffee shop–lounge car tacked on the rear, you'll want to hold on in case of slack action.

Our Photo Album this issue features Mike Nelson's views of the Chicago Great Western, a family-oriented midwestern granger railroad. Watch the agent at Stockton, Illinois, exchange greetings with the engineer of No. 91 before inspecting the 179-car freight as it rolls by.

RICHARD STEINHEIMER

Milwaukee Road engineer Adam Gratz checks his train orders before departing Avery, Idaho, in 1963. On this particular trip, he has welcomed a guest aboard for the ride across St. Paul Pass.

We won't ignore the heavy machinery, either. Robert Le Massena will tell you why the Denver & Rio Grande Western needed more powerful locomotives than it inherited from its component companies in 1908 and how it went about revolutionizing its locomotive roster, starting in the first decade of the 20th century. And Bert Pennypacker explains the workings of Jersey Central's super Pacifics.

So stay a while. We're not going anywhere. There's a lot to see here, and, as always, VINTAGE RAILS is happy to show you around the property.

James P. Ziegler, managing editor

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Rare Pleasures 14

TEXT AND PHOTOS BY RICHARD STEINHEIMER

Rare Pleasures, a continuing series of photos and short blocks of text by Richard Steinheimer, reminds us of the many technical and operational aspects of railroading that were so much an interesting part of our lives in the second half of the 20th century.

The Highs and Lows of Railroading

We often hear about the fantastic high mountain railroads of South America, Europe, and Asia, but we must remember that we have our own unique "highs and lows" on railroading right here in the United States.

On this snowy morning in the Rockies in the early 1960s, we find Colorado & Southern Railway 2-8-0 641 (Brooks, 1906) climbing slowly upward out of Leadville, Colorado (elevation 10,200), on a 14-mile grade, hauling materials destined for the large molybdenum mining operation up at 11,390-foot Climax, Colorado. This short Colorado & Southern line is a detached remnant of the narrow gauge Denver, South Park & Pacific. Today, No. 641 is on display at Leadville, and the Leadville, Colorado & Southern operates diesel-powered passenger excursions on this same mountain grade. Though the tourist trains stop at 11,200 feet now, they still reach higher than any other adhesion-worked railroad in the country.

Six hundred miles southwest of Leadville, we observe a fast-moving Southern Pacific 4-8-8-2 Cab-Forward ramming its way past an SP railfan excursion train parked at Mortmar Siding in California's Colorado River Desert ca. 1949-1950. The excursion cars will be picked up for the tour by Kaiser Steel's Eagle Mountain mining locomotives at Salton Siding, where the elevation of the main line is down to 200 feet below sea level. Though this is the lowest elevation of any North American surface railroad, few travelers ever get to see it: Amtrak's *Sunset Limiteds* usually roll east and west through this desert sink area at night.

Next Issue . . .

MERWIN LEET

Train No. 8, the *Rocky Mountain Rocket*, burnishes Rock Island iron on its way to Omaha and Denver in August 1951.

As was once the case with other midwestern rail corridors radiating out from Chicago, fierce competition existed for passenger traffic to Omaha. Limiteds gave way to streamliners starting in the 1930s, and thus began a colorful and innovative era. Into the Depression, six roads (Rock Island; Chicago & North Western; Milwaukee Road; Chicago, Burlington & Quincy; Illinois Central; and Chicago Great Western) offered service between the Windy City and the Gateway to the West; later, four hosted streamliners, three continued service into the 1970s, and one carrier's service would be adopted by Amtrak in 1971. Join Christian J. Goepel next issue for a trip back in time to experience this rivalry from a seat on board varnish like the *Midwest Hiawatha*, *Corn Belt Rocket*, and *Nebraska Zephyr*.

Moving beyond Omaha and out onto the plains west of the Missouri River, Arthur Dubin examines the history of the *Columbine*, a train operated jointly by C&NW and Union Pacific between Chicago and Denver starting in 1927. Named for the state flower of Colorado, this well-appointed train was introduced during the Depression, was dwarfed by the *City of Denver* streamliner starting in 1936, and labored on in a downgraded state until just after World War II.

VINTAGE RAILS No. 21 will be available on newsstands and to subscribers September 3.

LETTERS

Motorailers and Other Pleasures

Motorailers

Mr. Somers' material on the ACF Motorailers in *VR* 19 was of immediate interest to me. I have long been fascinated with their careers on the New York, Susquehanna & Western and can add some additional information. From a study of old correspondence and records dating back to Trustee Henry K. Norton and the period of the railroad's reorganization (1937-1953), it appears that the former IC cars were acquired by the Susquehanna because of limited equipment availability rather than satisfaction with its original 1940 cars. Walter Kidde, Susquehanna's original trustee, found great success with his concept of Susquehanna Transfer and streamlined rail cars. In 1943 the railroad looked for additional modern equipment to handle large passenger loads, but wartime constraints allowed few choices. ACF was willing to modify former IC cars 130 and 131 as Mr. Somers indicated. However, the railroad also wanted the ability to operate one of these two as a single, bidirectional unit for midday service. It chose the 131, IC's *Miss Lou*, because it had an additional pair of doors. This permitted construction of an engineer's cab in one side of the rear vestibule which blocked that exit when the car ran in reverse.

In 1947 the road was again looking for additional equipment. Motorailers were not Norton's first choice, but car builders were backed up with postwar passenger train orders. Price may also have been a major consideration, and ACF was probably willing to sell former IC 140 and 141 at a good price. Greater modifications than were required for the earlier cars were needed. Trailer car 141, with a single engine, had to have a cab added as well as its buffet section removed. Again Susquehanna wanted a bidirectional, two-car train with one car capable of individual bidirectional use. The 140 was chosen because it had two engines and greater acceleration. It received a control

JOHN L. TREEN, ROBERT E. MOHOWSKI COLLECTION

Veteran engineer A. C. Oakley, standing beside NYS&W 1006-1005 on a company inspection trip at Edgewater, New Jersey, in November 1947, wears a white cap with a Susquehanna logo.

compartment in one side of its rear vestibule, but a side door for passengers had to be cut into the same side toward mid-car.

Henry K. Norton became a good friend of Edward Budd and met with him to push forward the development of the RDC. A strong proponent of good commuter and rapid transit service, Norton wanted RDCs on the Susquehanna as fast as the court and Budd's production line would allow. Four arrived in 1950 and marked the end of the Motorailers. Some of the latter were scrapped on the Susquehanna, but 1005-1006 went to Luria Brothers in Pennsylvania, possibly in the hope that there might be a third operator interested in them.

I am working on a book on the Susquehanna Railroad with an emphasis on the ACF cars. I would be glad to hear from anyone with stories or information about them.

Robert E. Mohowski
1001 Crystal Lake Terrace
Franklin Lakes, New Jersey 07417

Rare Pleasures

I loved Dick Steinheimer's "When You've Gotta Go" shot in VINTAGE RAILS 19 (the toilet in the rear of the F7). When I saw it, I was immediately reminded of the old engineer who let his young fireman hold the throttle of the *Silver Meteor*'s E8s at 100 mph while he went back to use it and returned covered from head to toe with debris after he lifted the seat lid and it blew back on him. Yuk!

At least they afforded some degree of privacy. Until just recently, Norfolk Southern crew members were issued plastic bags which fit on metal potty seat frames in lieu of mechanical toilets on their locomotives. Each bag was numbered to identify anyone who tossed it out along the right-of-way rather than keeping it in the cab until the end of the trip or tour of duty. That practice was likely doomed by the increased frequency of mixed gender crews.

But then, when the Family Lines System was formed and former L&N engines began showing up on my railroad (the former SCL), we discovered to our dismay (and discomfort) that they were not equipped with toilets of any kind.

Thankfully, railroading has changed in a number of respects.

Doug Riddell
Mechanicsville, Virginia

Dining Car Chimes

I especially enjoyed the article "Melody of Meals" by Ralph D. Pierce on page 98 of *VR* No. 19 as I have a car chime that we have been using for years. As a matter of fact, it looks exactly like the one pictured, and I always wondered who made it. Now I know. Thank you. I also have a trainman's electric lantern by Adams & Westlake. It has two bulbs, one for flood light and one for signaling. It is stamped "SP Co." I have had it for years and use it in place of a flashlight.

Walt Feyling
San Francisco, California

U-Boats

Reader Dale W. Diacont, in his letter published on page 15 of *VR* 19, accuses me of only telling two-thirds of the truth about General Electric U36B locomotives in my story "Up the Creek in a Leaky U-Boat" published in *VR* 17. He then goes on to describe his soul-satisfying fast runs on U36Bs on the level parts of the Seaboard Coast Line upon which he was employed.

He evidently did not read my story as closely as he should have. On page 76,

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second paragraph, I wrote: "The SCL seemed to have no concept of the relationship between power and topography. The four-axle U-boats should have been kept in the high-speed territory of the Richmond-Florida mains, where they could take advantage of their power and get up and run, and we should have gotten the benefit of the six-axle locomotives for our mountains."

This should have taken care of Mr. Diacont's one-third of the story, if he had noticed. Since he was employed in "the high-speed territory of the Richmond-Florida mains," he obviously never enjoyed the pleasure of having U36Bs out on the side of a mountain with jam-up tonnage in the rain.

Mr. Diacont, a lot of people bought Edsels. Some of them liked them, too.

Ed King
Largo, Florida

Fair Engines

I had been told that VINTAGE RAILS was a truly great magazine, and then comes issue 18, and, in John Hankey's well-done article, on page 36 there I am, center stage, running the *Best Friend of Charleston*. Yours is truly a great magazine!

The *Friend* was a curious machine in that it couldn't run backwards as it had only one set of eccentrics. In order to go backwards, you had to work the valves by hand. You can see my left hand resting on the lever that was connected to the left side. You had to watch the crossheads and precede them in the same direction. Unfortunately, there was a tendency to "hook yourself up" while doing this, resulting in reverse speeds greater than what it could do in forward motion, which was mechanically connected. You also required a brakeman as you couldn't look back, or you would lose your timing. At the New York fair, a gas engine concealed in that box on the tender did the backup chores. What a bunch of sissies! In the two years of the fair, I must have operated her over 240 miles, half of which were in reverse.

It should be mentioned that, for all practical purposes, the fair ran for three years, although the 1950 year was called the "Chicago Fair" as the railroads did not sponsor it. The Southern did not participate the third year, so I ran the *John Bull*, which did back up on its own.

I am enclosing a color shot of the *William Crooks*, which I also ran for two years.

I also had one of the three modern engines in the finale, and it was quite a time warp to go from the *Best Friend of Charleston* to an NP class Z Challenger in only one hour. Thanks for bringing back all those pleasant memories.

Bob Lunoe
Wasola, Missouri

The *William Crooks*, seen here at the 1948 Chicago Railroad Fair, was one of a number of locomotives Bob Lunoe operated during the pageants.

BOB LUNOE

VR No. 18

Enjoyed issue No. 18 VINTAGE RAILS. Found the Duluth photo feature interesting as that is my current dispatching territory. It was interesting to see what the area looked like when railroading and iron ore were big business in the Duluth area.

Also enjoyed the "Operation Railfan" feature. In late 1968 I was in the same situation as the author was in 1944. That was the Vietnam War era, and I was about to turn 19 and get drafted. I decided it was time to take a train trip around the country, because I figured a lot of the famous trains I wanted to ride would be gone by the time my military service was over. At that time Amtrak was a very small pipe dream. My trip itinerary was:

N.Y.–New Orleans SR *Southerner*
New Orleans–K.C. KCS *Southern Belle*
K.C.-Minneapolis RI *Plainsman*
Minn.-Chicago CMStP&P *Pioneer Ltd.*
Chi.–St. Louis GM&O *Limited*
St. Louis–K.C. MP *Missouri River Eagle*
K.C.-Denver UP *City of L.A.*
Denver-Sacramento D&RGW/WP *California Zephyr*
Sacramento-Chi. SP/UP/CMStP&P *City of San Francisco*
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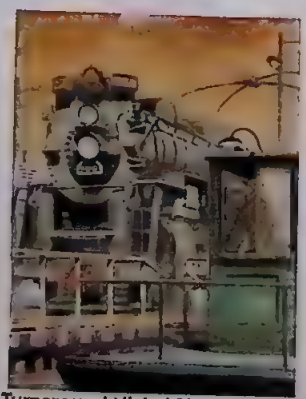
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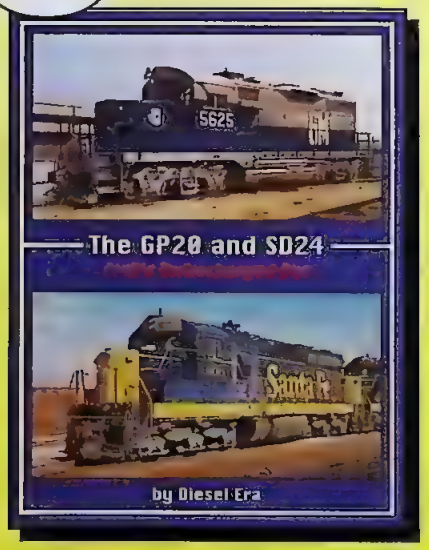

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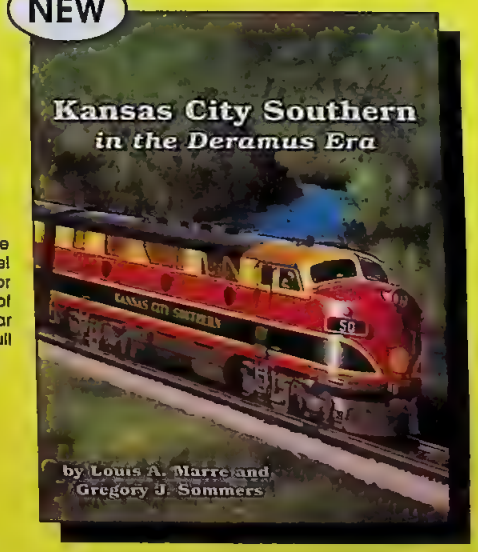

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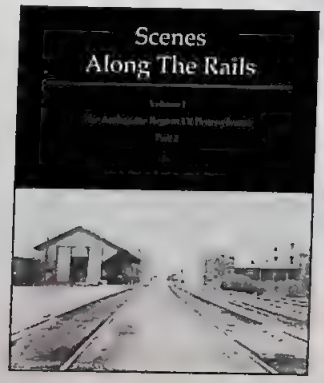

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It was about 11,000 miles in 16 days. I tried to get as many nights as possible on Pullman, since it was also close to the end of that operation.

By the time I got done with service in early 1971, Amtrak was almost ready to go, and most of the trains that hadn't already been taken off would be gone soon.

Henry Frick, BNSF dispatcher
Ft. Worth, Texas

Hooray for your May/June (No. 18) edition! For me, it had more relevant good reading than any magazine I have seen in many a moon!

I was particularly pleased with William Powers' article on the Sub Run. I worked for the Wheeling in Canton and had no direct experience with it, but I knew about the Sub Run. In the early 1950s we would forward cars for the Sub Run every night on No. 171, a train out of Brewster at about 7 p.m. Its primary task was to beat the per diem on cars for the AC&Y at Mogadore. Then it would work Kent, and finally set off cars—"long-shorts" we

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called them—for the Sub Run as its last chore before going down the hill to Campbell Road.

I suspect there is a small mistake: Late afternoon seems the wrong time of day for No. 195 being near Bedford. I suspect it was No 191, which was called at Brewster just before noon each day. When I worked there, No. 195 was called just before midnight and would have been on the dock long before noon.

The completion of the railroad was indeed delayed for about seven months in 1882. Newspaper accounts of that time tell of the lawsuit over the narrow gauge's right-of-way through Calvary Cemetery (and it is Calvary, not Cavalry). While the railroad fought in court over moving graves, passengers for Cleveland transferred to the C&P at Bedford. The two depots were a mere 100 feet apart. There was keen competition between the narrow gauge Connotton Valley and the Valley Railway (later B&O) for the patronage of Cantonians wanting to attend the Northern Ohio Fair in Cleveland.

I also enjoyed Ralph Hallock's "Operation Railfan" in 1944. I was especially thrilled to see his photo of Black Mountain No. 1. No. 1 was, indeed, the only power owned then by the Black Mountain. When No. 1 was in the shop, or when traffic was heavy, that line used Clinchfield No. 99, a slightly larger 4-6-0. Both engines still exist: No. 1 is in the B&O Museum, while No 99 masquerades as IC No. 382 in the Casey Jones Museum in Jackson, Tennessee.

John E. Beach
Massillon, Ohio

News Butcher

Doug Riddell's story of Richard Stewart's experiences as a Union News butcher was priceless! My grandfather, a retired L&N conductor, always referred to a news butch as the "apple conductor."

I often rode L&N trains 17 and 18 during the early to mid-1960s on the Cincinnati to Atlanta route. This overnight train (the former *Flamingo*) was, by then, a mostly mail and express run with a couple of coaches. Union News usually assigned a news butch to this run (as noted in the article). I vividly recall purchasing a tasty ham sandwich, candy bar, and "dope" (soft drink) from the news butch on the last trip I ever made on train 17 (from Winchester to Corbin, Kentucky) in 1966. This pedestrian meal, in my opinion, ranked right up there with the country ham and egg repasts I enjoyed on L&N's dining cars of the more noble *Pan-American* and *Humming Bird*. Also during this same time, I was a patron of the Savarin Restaurant at Louisville Union Station.

Thanks, Doug and Richard, for sharing these great stories of a well-remembered feature of privately operated passenger service in the South.

Ron Flanary
Big Stone Gap, Virginia

Train Watchers

What a wonderful story. James P. Ransom's recollections of "Train Watchers, Then and Now" in *VR* 18 was an all-encompassing experience for me to read. I felt like I was there watching, hearing, and smelling those trains of his childhood. As I moved through his description, I felt the emotions he must have felt; happiness, sadness, and even tears of joy came to my eyes. He helped me remember special times with both my father and mother as a child and young adult. He renewed an appreciation for the excitement life offers in the many everyday occurrences which we take for granted. "I'd lock my eyes on the curve"; I did this and still do, waiting impatiently for the arrival of a train or car or person I am expecting. The small memories give us an appreciation of each new

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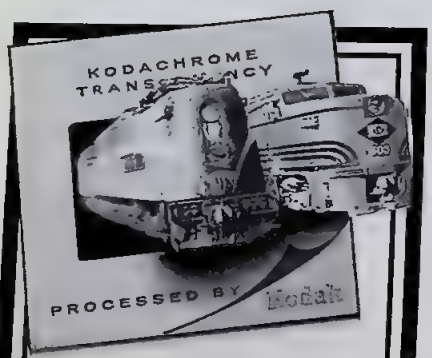

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day and what may unfold. Thank you, Mr. Ransom, for sharing your memories, and also the *VR* staff for a beautiful magazine. I have spent many enjoyable hours reading, learning, remembering, and planning through the issues of VINTAGE RAILS.

Kurt S. Ryder
Southington, Connecticut

Time-Tables: Wabash

One thing John Kelly didn't mention in his story on the 1955 Wabash [*VR* 17] is the line across southern Ontario (paralleling the Pere Marquette and the Michigan Central).

This was said to have been much employed by the Ford Motor Company between Detroit and the Buffalo area. The entire line was leased from Canadian National, formerly the Grand Trunk, which had inherited the Canada Air Line and presumably wasn't going to use it. The Wabash crossed from Detroit to Windsor on its own ferry, which was well-used to deliver meat to the Canadian Pacific.

Norfolk Southern occasionally uses the eastern end of this track to reach a small intermodal yard at Welland, also leased from CN.

F. H. Howard
Richmond, British Columbia

A Significant Day

I am enclosing an envelope marking the "First Trip of the new streamliner *Empire State Express*" on Sunday, December 7, 1941. It is canceled with an RPO/RMS hand cancel on that date, soon to be described by President Franklin D. Roosevelt as a "Day of Infamy," which marked the entry of the United States into World War II.

One has to wonder if the passengers on the *Empire State Express* inaugural run on that historic day were aware as they sped across America's industrial heartland that the Japanese sneak attack was devastating Pearl Harbor.

Henry W. Ward
Lexington, Kentucky

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A day of celebration on the New York Central turned out to be a "Day of Infamy" for the country.

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Memories from along the Lines

EDITED BY JAMES P. ZIEGLER

A Time-Honored Symbol

In October 1960 New York Central 8335 in legendary lightning stripes is spotting a Pennsylvania Railroad car of feed. The daily local has stopped long enough to switch the Grange League Federation (GLF) store in the quiet college town of Canton, New York, home of St. Lawrence University. The Hancock whistle is momentarily silent as the engineer concentrates on his work, oblivious to the cameraman and the world around him. After its work, 8335 and train will continue down the Central's St. Lawrence Division, the line between Syracuse and Massena, New York, near the Canadian border. The engineer appears to be on the wrong side of the cab, but the New York Central had several switchers with dual controls.

At first glance there is nothing particularly remarkable about this picture—just another switcher pushing a car into a local siding. The scene is repeated thousands of times every day all across North America. The RS-3 and its engineer are embraced by this small town for their delivery of freight and/or passengers, bringing the outside world of people and products close to home. Or home-grown products are loaded into boxcars to be consumed at the far ends of the Earth. In Canton there is a living, breathing agent "down at the depot." Some of the train crews live in the region, and store owners and businessmen who wait for their cars of wares often know them by name. "Take a minute, Sam," they say, "and have a cup of coffee. My car of feed can wait." Or the merchants smile and wave as the train passes through town, followed by the familiar toot of the horn.

"So what?" you ask. The question is: Does this rural railroad scene exist anymore? Are there still small branches fed from the trunk? Back then, there would have been no railroads if the large manifests from the cities didn't go to the faraway yards to make up the local trains that carried single cars to small towns like Canton, and vice versa. Sadly, 8335 and the engineer here are of another time; the railroad, in name, is gone, and the diesel manufacturer is long out of business. The store, however, still exists as the Grass River Agway and accepts rail cars on its siding even today. But most trains now rush through town with containers for seaports. No time for familiarities.

Perhaps all is not lost. Maybe this picture is still being repeated as the 8335s of today's regional carriers are rekindling a time-honored symbol. What do you say?

Theodore Shrady
Cambridge, Massachusetts

THEODORE SHRADY

New York Central RS-3 8335 switches a car at Canton, New York, in late October 1960. The daily local is on the St. Lawrence Division.

To the Far Pacific

It was late August 1945, and the war was over. There were parades. Soldiers marched. Flags waved. But all this paled in the mind of one six-year-old who would soon have the adventure of his young life in the form of a cross-country train trip from Indianapolis to Seattle via Chicago, Milwaukee, St. Paul, and on to the Pacific. A soldier father had recently returned from England and was now assigned to the Army Finance Office in Seattle, far, far to the west on the shores of Puget Sound in the state of Washington. Father had gone on ahead. The family, consisting of mother, grandmother, older sister, and me, the six-year-old, would follow by train.

The journey began at Indianapolis Union Station, where we boarded New York Central's *James Whitcomb Riley* in the late afternoon for the first leg to Chicago. On arrival at Central Station, we took a cab (another first) to Union Station. We were shown to our Pullman section, where the beds were already made up by the Porter, who immediately endeared himself to me by taking me by the hand and showing me around.

We awoke the next morning, and after breakfast at a service stop my mother and I walked along the platform to where the engine shimmered in the bright sunlight. It was the most beautiful thing I had ever seen, resplendent in silver and orange, with the feel of the heat, whiffs of steam, and the smell of grease and oil that were a natural delight to a small boy. The fireman waved down

from his lofty perch high up in the cab, and I marveled at the size of the drive rods and the wheels which towered over my head. The soldiers were in a joyous mood, for even though they were going to the Pacific, they would not have to fight. A large group of them were behind us in the line for the diner, and they flirted outrageously with my mother, who was small and attractive. One of them noticed the miniature gold oak leaf insignia of an officer my mother had on her lapel and asked "if she wore it for her daddy."

She said, "It is for my husband."

They suddenly got very serious, and it was "yes madam" and "no madam" and "We're sorry we bothered you, madam." They were saved further embarrassment by our being called to our table.

It was on across the wide prairie and into the mountains, and I remember straining to look ahead as we curved up the grades to see the black painted Bipolar on the point of the *Olympian*. To a young Midwesterner used only to steam, it was a startling revelation to see a real railroad running under wire, just like the trolleys back home. However, the pantograph and catenary were much more complicated than the simple pole and wire of the Indianapolis Street Railways.

As we came over the summit of Snoqualmie Pass early on the last day, we were informed that the lavatories would soon be locked for the time it took to traverse the Cedar River watershed so as to prevent the contamination of the source of Seattle's drinking water. It was then a slow trip on the street through Renton and then a fast pace past Boeing Field. Here the hangars and the factory, where thousands of bombers had been built, were still camouflaged to look like small hills covered with houses. Bright silver B-17s and B-29s sat on the apron, no longer needed to brave the flak of Nazi Germany or the Pacific. Then quickly into Seattle's Union Station to be met by a beribboned major I hadn't seen for almost two years.

Sherman L. Stevens
Kirkland, Washington

That Old Magic!

Canadian National Railway's main line ran six miles north of our Manitoba farm. When chores were completed, I biked to a grassy cut, where I scanned the rails, praying for the show to begin. Before long a pinprick of light danced in the heat waves. If it was a drag of grain, it took forever to reach the road crossing a mile east, and even after the whistle wailed, there was a long silence before the straining 2-8-2 Mikado lumbered past. If it was a passenger with a high-stepping 4-8-4 Northern, the swift monster whipped past almost before the whistle faded. Its plunging drive rods thundered by in a symphony of steam, while the heavyweight coaches swayed along behind.

In 1955 Canadian National launched its *Super Continental*. That July Dad drove us to Rivers, the first divisional point west of Winnipeg, to board the train to Saskatoon. After he purchased our tickets, we hurried onto the platform, where the enticing smell of tar and oil rose from sun-baked ties. Excitement mounted as the station agent wheeled out the cart stacked with luggage. A moment later a whistle wailed.

"That's a Northern," Dad said before the steamer heeled into view around the curve, its brakes squealing to bring the long train of cars to a stop.

I was disappointed it wasn't a diesel, but I eagerly scampered aboard and staked out two green plush seats. Dad heaved our luggage into the overhead rack and said good-bye. I stuck my head out the open window, anxious to depart, but the servicemen just moseyed along the train, giving a tap here and there with their hammers.

At last the conductor consulted his pocket watch, then rang the gong as a final warning to passengers who had scurried into the restaurant for coffee and sandwiches. He shouted, "All aboard!" and waved to the engineer. The old coach jerked, and we were away.

We fled past familiar wheat fields and the road that headed south to our farm. Next I watched for the high trestle at Uno. Stretching my neck out the window as far as mother would allow, I watched as the train slowed. When it seemed we would stop before reaching the chasm, the wheels suddenly took on a cavernous echo, and we rolled out over the deep valley. Gripping the sooty windowsill, I peeked down at the sawed-off timbers of the abandoned wooden trestle far below.

Once across, the train returned to its familiar shake and clatter as we rushed across the Assiniboine River and up to Melville, a divisional point with a large Tudor-style station. I whiled away the hours in Saskatchewan's parkland by marking off towns that had been named in alphabetical order: Fenwood, Goodeve, Hubbard. As darkness fell, we chugged out of Watrous and lurched past shadowy prairie elevators until Saskatoon's glow appeared on the horizon.

The Northern's headlight swinging

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from side to side like a giant's flashlight, we threaded our way between green and red switch lights. Then the wheels rang hollow again as we crept out over the glacial waters of the South Saskatchewan River. Safely on the other side, the brakes squealed, and our magic carpet shuddered to a halt. Clutching our suitcases, we stumbled up the grand staircase to fall wearily into the arms of Grandma and Grandpa.

A week later we descended the staircase to the platform, where we halted in amazement. Where was the smoky old steam engine? Where were the dilapidated cars? In their place stood a ribbon of streamlined coaches, their flawless black, green, and gold sides stamped with CN's red maple leaf. Far ahead we glimpsed the snub nose of a diesel and sensed the gentle throb of its engines.

Once aboard we found more delights. The faded plush seats had been replaced by fully reclining armchairs. The walls and ceiling were paneled with sparkling arborite, and a glass partition set apart the smoking section. Polished aluminum luggage racks ran the length of the car, making it seem twice as long as the old coach. Narrow sooty windows had been replaced by sealed picture windows with tinted glass.

"We're moving," Mom said.

"Impossible," I exclaimed. There had been no jerk, but she was right. As we picked up speed and rolled out over the waters of the South Saskatchewan, the motion of the wheels was a faraway muffled thump, and once we cleared the yard, the train accelerated effortlessly across the prairie.

The conductor announced we were doing 80 mph; and, my eyes wide with wonder, I watched the prairie rush by in a green blur. In no time at all we were pulling out of Melville and dashing down the valley of the Assiniboine, then up the other side, where we tripped lightly across the Uno bridge before sailing into Rivers in a breathless rush of prairie wind.

That was my last train trip as a youngster, but years later, upon graduation from high school, my parents presented me with a ticket to Saskatoon. By then the coaches were dressed in black and silver, the red maple leaf had given way to CN's worm, and the dependable F units were decked out in action red to hurry me across the Uno bridge and through the valley of the Assiniboine. The old magic was still there.

Robert L. Ramsay
Victoria, British Columbia

The Amazing Human Brain

Many of us have heard it said that through our lives we use only a fraction of the brain's capabilities.

While I am neither a medical person nor very knowledgeable about matters pertaining to the human body, I was witness to an extraordinary function of man's brain.

During two of the WW II years, I worked as an attendant at the New Hampshire State Mental Hospital in Concord. One of the patients, a man in his middle years, was not capable of handling some of the most basic, routine activities of life. He had to be bathed, had to be led to the dining room to eat, and needed help in dressing. He spoke little with either hospital staff or with other patients.

It became my duty to take him to the railroad freight yards in Concord every working weekday, where we were ensconced in the tower for a normal eight-hour "shift." Here the patient would watch freight cars as they passed by while being classified. You may ask, "So what?" or "Why?"

He was a human computer at a time before computers as we now know them were invented. His memory retained the numbers of all the freight cars that passed his vision. Not just for that day, but for weeks and months afterwards. Of course, this phenomenal memory was put to good use by the railroad. For example, he could be asked to recall what cars passed his eyes on a certain previous day, and he'd come up with the correct answers immediately. Or he might be given the number of a particular car and asked what day that went by.

Later on, those of us serving in the hospital were given some basic training, and on one particular day this patient was brought to our class. We were allowed to ask him questions relating to his memory. I gave him the date of my birth and asked what day of the week that was. (I didn't know.) He replied, "Monday." After our class I checked this out, and he was absolutely correct.

It's still hard for me to believe this. But it's true.

Hal Riegger
Gridley, California

An Aspiring Engineer

I enclose herewith a snapshot of my son Richard Benton, age five, taken in 1949. My son wanted so badly to become

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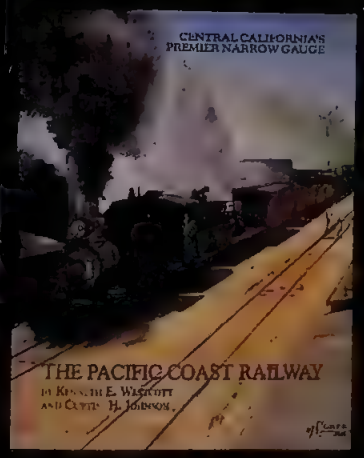

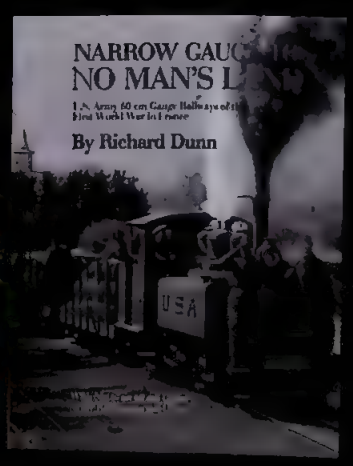

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RICHARDSON D. BENTON

A young enthusiast talks railroading in RF&P's yard at Alexandria, Virginia.

a railroad locomotive engineer. We outfitted him with railroad type clothing and furnished him with a brakeman's lantern. On Sunday mornings I took him to the Alexandria yards of the Richmond, Fredericksburg & Potomac, where he would wave at passing trains and talk to any railroader who would listen to him.

About 30 years later he finally did become an engineer—a flight engineer in the United States Air Force.

Richardson D. Benton
Chester, New Hampshire

Working on The Milwaukee Road

My railroad career started in late spring 1948, when I responded to a Milwaukee Road ad for "levermen." Upon inquiry, I found "levermen" were train order operators specifically assigned to interlocking towers, but those jobs were filled. I was invited to become a switchtender.

A switchtender is a switchman who stays in one location to attend to a number of switches converging at that point. Good examples were switchtenders at both ends of the (then) Everett Street passenger depot in Milwaukee.

My application for employment was made with the chief clerk in the terminal superintendent's office at Muskego Yard. Next was a trip to the medical examiner's office, located in the Shops complex, for a physical. The procedure of working on the extra board was explained, and it was emphasized that a telephone at home was an absolute necessity, since "calling" (notice to report for work) was done by telephone. This was in the immediate post–World War II years. While there were generally few shortages, phones were still in short supply. Many people, even in Milwaukee, did not have residential phones. The chief clerk at Muskego simply stated that we new employees should inform the telephone company in person at its Broadway Street offices that we were railroad employees who needed the phone for work purposes. Sure enough: I went to Wisconsin Telephone that day, and, within a day or two, a phone was installed at the residence I shared with

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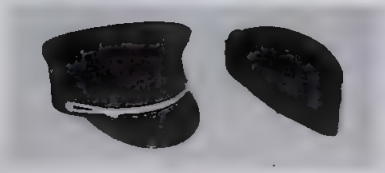

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my parents. The phone was listed in my name—quite an accomplishment, I thought, for a 19-year-old. I also had to pay the monthly bill; but that wasn't difficult, considering my new income level.

The location of most of my "student trips" and actual duty was directly in front of the old Muskego Yard office, a place designated as "Five Rings," because on the party-line phones used at the time for communications, five turns on the crank-activated bell was the "alert" the switchtender there answered to. In the middle of all this was a small frame shanty for the switchtender, who spent his eight hours there, keeping ever alert for approaching movements and for the "five rings" which would announce the director (yard supervisor) was on the other end of the line with some immediate instructions. In addition to road trains and switching movements, there were also movements of light engines to and from the roundhouses. When two or more movements approached at the same time, the switchtender, unless instructed otherwise by the director, determined which would move first. I was able to go through my short switchtending time without any mishap.

Some of our instructions at Five Rings came from the director by phone. Much more was entirely a matter of keeping alert to approaching movements and acting in response to electric lantern signals from the switchman on the leading car or engine. I believe the only time we received instructions from the director was in regards to movements of light engines, since they were not accompanied by a brakeman or switchman and had only the hostler and fireman.

I will be honest and say that switchtending was not my first choice of railroad occupation, even though it offered eventual advancement to switchman and, possibly, the opportunity to make a lateral change to road brakeman and ultimately conductor. I would have much preferred to be a train order operator. I was probably influenced by the Eddie Sand stories about a boomer op which were published in RAILROAD MAGAZINE.

For six years I had already been a full-fledged railroad hobbyist, and a number of working railroaders were in the extended Scribbins family. Through the Railroad Society of Milwaukee, sponsored by the Kalmbach Publishing Company, I became acquainted, in particular, with Joe O'Hearn, who was KPC's research editor and sales manager. Joe introduced me to Al Kalmbach and—more importantly for entry into professional railroading—

Tom Austin, the general agent–passenger department for The Milwaukee Road in Milwaukee.

One Saturday morning, it must have been about July 10, 1948, I was at the "City" (downtown) ticket office of the Milwaukee to arrange with Tom for the movement of a group of RSM members to the Railroad Fair then going on in Chicago. My friend Don Viehl, now a fellow hobbyist of 55 years, accompanied me. After completing the details involving a special coach and reduced rate, in return for which the railfans guaranteed a minimum of 30 persons in their party, Tom began asking me a number of totally unrelated questions such as "When does the *Denver Zephyr* leave Chicago? What are the streamliners between Chicago and Florida? Name the features of the *Olympian Hiawatha*," and so on. Fortunately, I had become well versed with the railroads radiating from Chicago through study of their timetables as well as of the OFFICIAL GUIDE.

Then Tom became serious. His end of the conversation went something like this: "We are adding a couple of summer jobs at the depot ticket office. They will be second-shift work, and you will need to work weekends. They will terminate after Labor Day, and while I can't promise, chances are that you will be able to continue in some capacity in the ticket office. Would you like such a job?" Without hesitation, my answer was "Yes!" very emphatically. Tom said there were two requirements: I would need to meet the approval of Assistant General Passenger Agent Carl Dahnke; and I would need to be bonded, since I would be working in surroundings where a great deal of money was handled.

Tom took me to Mr. Dahnke, whose office adjoined, and who matter-of-factly said: "If you're as good as Tom says you are, you have the job." He took out his business card and wrote on its back: "J.P.P., here is your new man. C.F.D.," and said, "Go over to the depot now and introduce yourself to John Paulus." This was on a Saturday morning, and off I went. The six-day workweek was the norm in "non-op" railroading then; the City office was open until noon Saturdays, and depot ticket agent (supervisor) John Paulus was also on duty until noon the sixth day. The depot facility was, of course, a 24-hour, seven-days-per-week operation, never closing.

Tom Austin, whom I knew somewhat, was about 40—not as old as my Dad—and Carl Dahnke was perhaps two or three years older than Ralph Scribbins. But Mr. Paulus was about 60 and seemed to me to be very old, and my first thought was he might be grumpy and difficult to work for. But nothing could have been further from the truth. John Peter Paulus was very cordial, welcomed me sincerely, and introduced me to the seven or eight people on duty at the time *Morning Hiawatha* train 5 was due.

"J.P.P." explained that I would either be at the information window answering questions face-to-face with passengers, starting at 3:30 p.m., or on a telephone information position from 4:20 p.m. to 12:50 a.m. I would be required to come in at least a few hours each intervening day until July 17, when my employment would start, to acclimate myself to the work, most specifically trying to gain some knowledge of the rate (fare) structure for selling tickets.

I began "volunteering" immediately about four hours per day, before going to my night location as a switchtender, to listen in on phone calls requesting information and, in between phone calls, to try to absorb some of the fine points of quoting fares to prospective passengers. At the few times incoming calls would slack off, those clerks temporarily not dealing with a customer would attempt to explain something about the rate books (tariffs). They also explained the steps in applying for a sleeping car, parlor car, or reserved coach accommodation on the Milwaukee or on "foreign" lines. After two or three days, I was allowed to answer calls while monitored by another clerk; and then in another day or two, I was left to go it alone, putting inquirers on hold if I needed assistance.

I had one personal problem directly related to starting my employment on the 17th. I had previously arranged to meet Donald M. Steffee, compiler of RAILROAD MAGAZINE's "Annual Speed Survey," in Chicago that day and ride with him on Burlington's *Morning Zephyr* 21 to LaCrosse and then to Milwaukee on *Afternoon Hiawatha* 100. I wanted very much to fulfill that commitment.

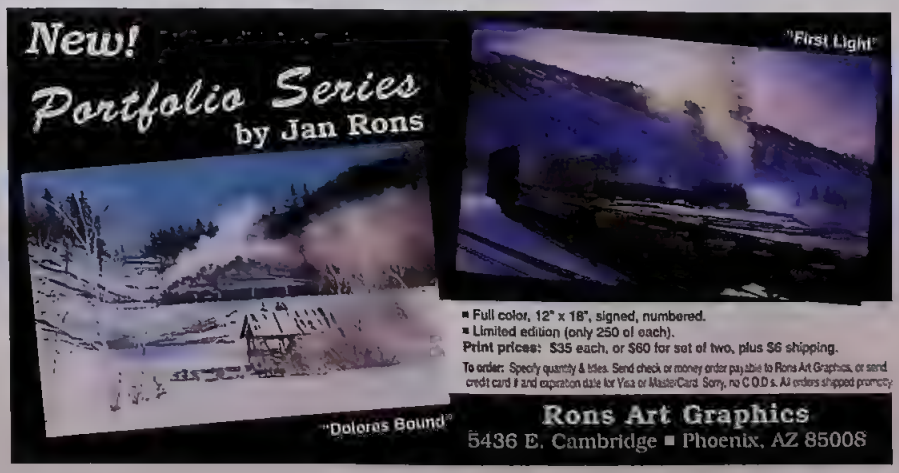
Again, good fortune prevailed. Dahnke, Austin, and—most importantly—Paulus agreed I could be an hour and 40 minutes late on my first official day at work in the passenger department. So Don Steffee and I made our fast *Zephyr/Hiawatha* journey. David Morgan, then new associate editor of TRAINS, and our mutual railfan friend Richard I. Nation were on hand to meet 100, thinking we would all go to supper. You can imagine their great surprise when, after introducing Don Steffee to them, I whipped out my highly prized key, unlocked the door, and disappeared into the inner recesses of the ticket office. I had been extremely close-mouthed about my new position. After a minute or so relishing the expressions on their faces, I explained the situation, and then I did have to get to work. Thus began what turned out to be over 23 years in the Milwaukee's passenger department.

Jim Scribbins
West Bend, Wisconsin

The Bull

VINTAGE RAILS has turned into my favorite magazine—and for pretty much what must be the usual reason: I am reminded how much I love *all* about railroading. My own "cinders in the blood" genealogy was earned with lots of toil, sweat, and tears—but none of my own! My dad put in 44 years as a trainman with the Delaware, Lackawanna & Western Railroad, and his two brothers put in some 80 more collectively. As it turned out, both of my grandfathers worked as crossing guard flagmen in towns 100 miles apart around the turn of the century—and for the same railroad.

One of my most tenaciously lingering childhood memories is largely similar to that of thousands of enthralled



youngsters who loved trains. In the summer of 1943, when I was 15 years old, my father was headend brakeman on a train known as "the Bull." This train left Utica, New York, bound for Binghampton, New York, every other night at about 7 p.m. In those war years there were almost always two engines up front and two pusher engines. On a rare occasion there could even be three pusher engines.

This passing parade was quite a sight to behold and always drew a fair-sized crowd along Schulyer Street in Utica, which was just an ordinary city street—except that it had a railroad track running up the middle of it.

I would pedal my bike up to a bridge on Burrstone Road known as the overhead crossing and wait until the train came into view. I would wait and watch the oncoming train as long as I could and then scoot over to the other side of the bridge while the engines passed underneath. There was a three- or four-second opportunity when I could look down at the front engine and see my father waving to me. He would then reach up and give me two long blasts on the whistle.

In a few minutes the pusher engines would come by, and then I would just wait until my heart stopped pounding and all was quiet again. I would then furiously peddle my bike home, making believe that I was the engineer on the head engine of the "Bull"—with sound effects and all.

I'd guess that there are more than a few of us who would give up no small portion of our fortunes, whatever those fortunes are, to relive that kind of moment again. Nothing will buy back the time, and it will never be the same again—at least not for those of us who lived through it 50 years plus ago. But it is great fun to tell the story, and I guess the next best thing to actually reliving the moment again.

So long, Pop.

Thomas E. Dolan
Baldwin, New York

Nicholas Morant

CANADIAN PACIFIC ARCHIVES M 5777

Nicholas Morant, Canadian Pacific's special photographer who died March 13, was known for his views of western Canada. At m.p. 128.0 of the Laggan Subdivision (128 miles west of Calgary), Morant photographed No. 8, the *Dominion*, moving up the hill at 20 mph about 1952 at the west end of Partridge Siding. In the late afternoon in the area around the Spiral Tunnels, the sun highlights the train and the Van Horne range to the west. For more Morant photographs, see RAILNEWS No. 427, June 1999. ◇

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BY JOHN KELLY

Chicago Great Western: The Corn Belt Route

JOHN KELLY COLLECTION

By 1952, the Chicago Great Western Railway (CGW) had built its reputation as a granger railroad on the "Corn Belt Route." Great Western's home territory was the Midwest heartland, serving Illinois, Iowa, Kansas, Missouri, Minnesota, and Nebraska with 1,500 miles of trackage. Traffic included corn and other grain extras, cement in covered hoppers, and livestock specials. Great Western also ran meat trains from the Hormel and Armour plants in Minnesota and Iowa to the Chicago area. An amalgamation of several small Minnesota and Iowa railroads, the Chicago Great Western was originally chartered in 1854 as the Minnesota & North Western Railroad, its oldest line running from St. Paul to Lyle, Minnesota. The *Mill Cities Limited* was Great Western's premier passenger train, between the Twin Cities and Kansas City. The train sported postwar maroon livery, marked with a red band and yellow stripes. Full sleeping and dining car service was available on the train's 543-mile overnight route. Connections with Chicago & North Western trains were made at Dodge Center, Minnesota, for passengers to Rochester's Mayo Clinic. However, by 1952 the *Mill Cities Limited* had lost its name-train status and was listed in the April 27 CGW public timetable as No. 5 southbound and No. 6 northbound. Due to canceled mail contracts and declining passenger revenues, Great Western eliminated most passenger routes and concentrated on its freight business. In 1952 Great Western also relocated its accounting, engineering, and operating departments from Chicago to Oelwein, Iowa, which became headquarters and operating hub of the railroad. On July 1, 1968, Chicago Great Western became part of the Chicago & North Western system.

Trains That Pay

RAILWAY AGE's May 19, 1952, passenger traffic issue presented capsule data on 10 different railroad passenger trains that were profitable (revenue exceeded expenses). Some of the trains reviewed were Baltimore & Ohio's *Capitol Limited*, Wabash's *Blue Bird*, Central of Georgia's *Nancy Hanks II*, and the *California Zephyr* (Burlington/Rio Grande/Western Pacific). According to the survey, each of those trains had the right equipment, good service and schedules, reasonable fares, traffic base, and aggressive selling that contributed to the owner's profit margin. The article also stated the road to success, if measured on a cash basis, appeared to lie in careful cost controls and services that attracted passengers.

Kansas City Shortcut

In 1952 the Burlington Route was an established passenger carrier with its fleet of *Zephyrs*. Burlington was also a granger railroad, with over 55 percent of its annual revenues coming from farm and food products, and thus recognized the importance of freight train on-time

performance, especially in the Chicago–Kansas City corridor. In 1952 Burlington upgraded its route from Brookfield to Kansas City, Missouri, naming it the "Kansas City shortcut." This involved 42 miles of new construction and extensive re-grading and straightening of existing main line. On October 28 Burlington's top time freight, No. 77 (Chicago–Kansas City), was christened by former Chicago Bears football star "Red" Grange, who wore the number 77 during his playing career. With the new high-speed line, No. 77's time was cut by six hours to a scheduled running time of 13 hours and 30 minutes.

Stranded Streamliner

On January 13, 1952, a severe snowstorm with 100 mph winds and 40-foot snowdrifts hit Southern Pacific's Overland Route, trapping No. 101, the extra-fare *City of San Francisco* with 226 passengers aboard, on historic Donner Pass in the Sierra Nevada mountains. Southern Pacific devoted its entire effort to rescuing the marooned train, calling its big steam-driven rotary snowplows from Roseville, California. During the ordeal, passengers' spirits remained high, and food was plentiful aboard the plush yellow streamliner. After four days Southern Pacific rescue crews, with help from the California Highway Department, finally reached the stranded train. Passengers were wrapped in blankets and walked safely to a relief train, where doctors and nurses were waiting. Southern Pacific President Donald Russell praised the entire railroad's effort during the recovery operation and said, "The storm will write another epic chapter in the history of Southern Pacific."

JOHN KELLY COLLECTION

This *Rocky Mountain Rocket* postcard is actually a composite: One photo served as a model for the train, another for the mountains. Rock Island celebrated its centennial in 1952.

WESTERN MARYLAND HISTORICAL SOCIETY

A. Aubrey Bodine, a well-known Baltimore photographer, produced many creative views for Western Maryland's centennial, including the scene which features No. 1205.

Milepost 100

Both the Western Maryland and Rock Island railroads celebrated centennials in 1952. Western Maryland's "Fast Freight Line" was 100 years old on May 27. Freight traffic was Western Maryland's lifeblood, and its route traversed some of the steepest grades in Maryland, southern Pennsylvania, and northeastern West Virginia. In addition to being a "coal road," Western Maryland hauled grain, steel, petroleum, ore, and general merchandise.

Another railroad celebrating its 100th birthday (October 10) was the Chicago, Rock Island & Pacific, encompassing 14 states. J. D. Farrington, president of the Rock Island, had taken the dilapidated and debt-soaked railroad to a vigorous, healthy status by 1952. The railroad's success was due in part to its fleet of streamlined *Rocket* passenger trains, including the *Rocky Mountain Rocket*, *Twin Star Rocket*, and *Golden State*. The new trains were a logical outgrowth of the first passenger trains pulled from Chicago to Joliet, Illinois, 100 years before, by a wood-burning engine named *Rocket*.

Cleaning Tank Cars

One of the most important features of Santa Fe's Hobart Yard (Los Angeles) was the tank car cleaning station, with capacity to clean 12 tank cars each eight-hour shift. Waste materials from shipments such as asphalt, varnish, and liquid soap had to be removed so that no substance could contaminate future shipments. The cleaning facility consisted of four Oakite machines, each equipped with double high-velocity nozzles, pumping 160 gallons of hot water per minute. The nozzles were turned in both horizontal and vertical directions by compressed air motors. Supported on cranes, the machines were lowered into the tank cars through the manhole. Los Angeles County pollution control authorities imposed stringent rules on the Santa Fe for treatment and disposal of water waste discharged by the cleaning station.

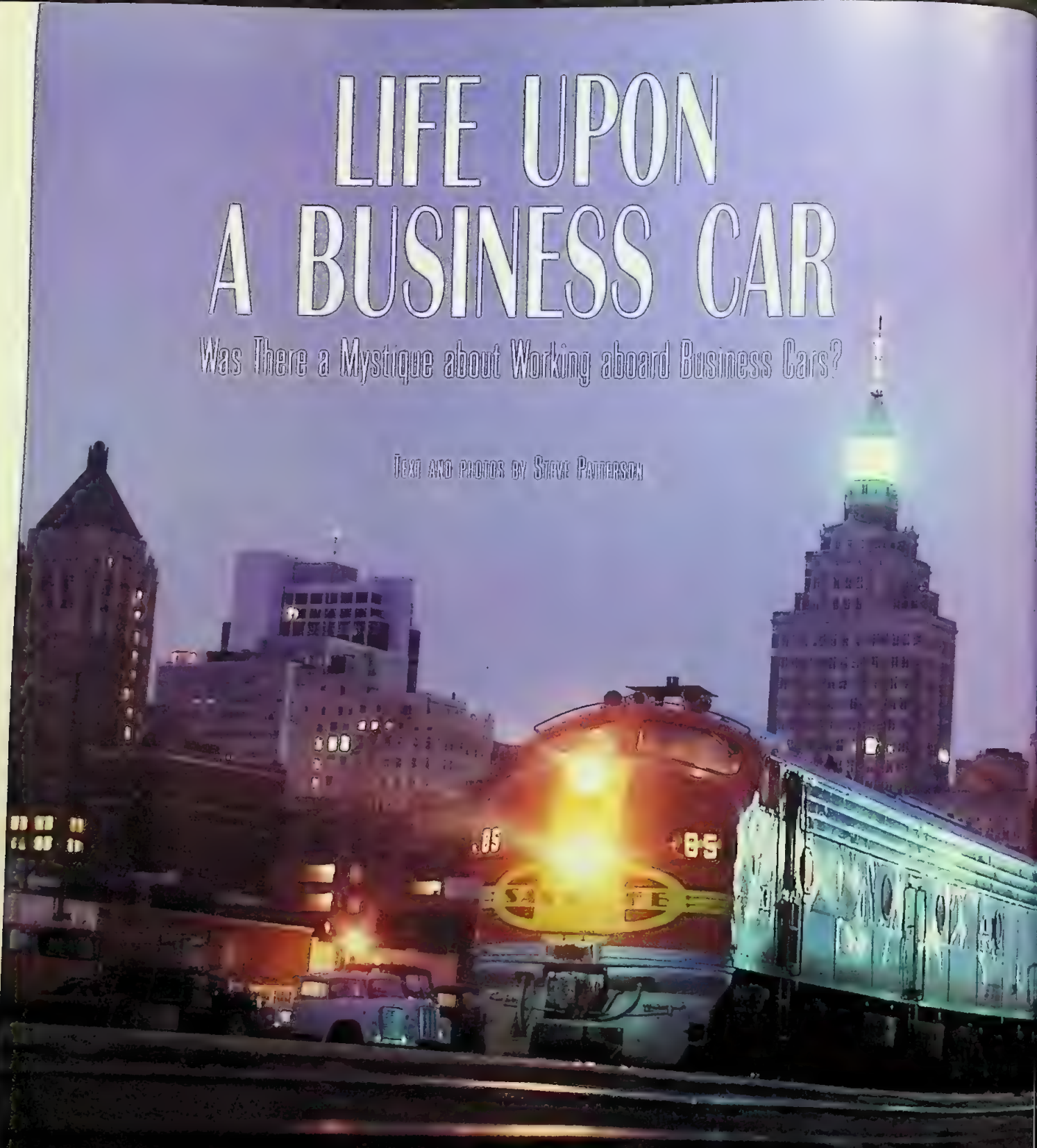
L&N Conductor Workshops

The Louisville & Nashville (L&N) Railroad was constantly striving to improve its passenger services. In cooperation with the Order of Railway Conductors, L&N sponsored three workshops focused on passenger conductor duties. Topics included: responsibility of a passenger conductor (passenger comfort, protecting company property, and crew supervision); reports and ticket handling; and traits of a good passenger conductor (pleasant disposition, patience, neat appearance, and the ability to judge human nature). Conductors were reminded that they represented the railroad and should strive to treat each passenger as a guest, so that passengers would want to travel on the Louisville & Nashville Railroad again. ◇

LIFE UPON A BUSINESS CAR

Was There a Mystique about Working aboard Business Cars?

Text and photos by Steve Patterson



AT&SF train 47 has just arrived at Tulsa, Oklahoma, with "biz car" 36 at 7 a.m., December 20, 1967, after having departed Kansas City seven hours ago for the 256-mile run. Northbound train 212 with the E unit is about to depart at 7:15 a.m. for Kansas City. General Manager Olson is studying the amount of business handled by the pair of trains before applying for permission to discontinue the service. Porter Vince stands next to the steps of car 36. Much of the trackage where these passenger trains operated doesn't exist today.

[illegible] Atchison, Topeka & Santa Fe Railway [illegible] Topeka [illegible] city was alive with activity on the doubletrack Union [illegible] trains [illegible]

Topeka was the [illegible] Santa Fe's passenger [illegible]

Its fleet of business cars was also maintained and housed in Topeka. Whenever a Chicago officer rode on the property, his car would be deadheaded to Chicago in advance of his trip. Three business cars for Eastern Lines officers were occasionally on hand at the Topeka depot. It never occurred to me then I'd be working and traveling on them, but within two years of hiring on, I was secretary to the general manager of the Eastern Lines, L. M. Olson. His jurisdiction extended from Chicago to Purcell, Oklahoma, Albuquerque, New Mexico, and Denver, Colorado. Business car 36 was assigned to his exclusive use.

As a newly hired stenographer in the building, I worked in various departments (the pass bureau was my favorite — seeing how all the various passes were [illegible]) until I became stenographer to the [illegible] the chief clerk to the general manager. [illegible] "the big man's office" [illegible] the general manager's office [illegible] The chief clerk told me [illegible] Olson signed the letter and to the print shop it went to be reproduced for all Eastern Lines employees.

Shortly after that I was promoted to secretary to the superintendent at La Junta, Colorado, whose territory ranged from Dodge City, Kansas, to Denver, Colorado, and down to Albuquerque, New Mexico. For his use was 60-foot "shorty" business car No. 405, which rode on four-wheel trucks. Santa Fe was one of the few railroads that furnished business cars for division superintendents. I, a secretary, was now traveling on a business car with my own room!

Car 405 was elegantly built by Pullman in January [illegible] with Mexican mahogany, stocked with Santa Fe's Bleeding Blue china, and staffed by a chef/porter. My first trip aboard the car was on the rear of train 23, the *Grand Canyon*, from La Junta to Albuquerque. In those days any passenger train of 18 or more cars had to have helpers over Raton Pass, the highest point on the Santa Fe Railway (7,588-foot

Below: Secretary Patterson poses on the steps of a biz car at Topeka, Kansas, in 1966.

Right: After leaving La Junta, Colorado, to work as secretary to the general manager, Patterson returned to the Colorado Division to make a Hi-Rail trip with Superintendent Kurtz (the driver). The two are following an uphill D&RGW ore train near Tomah, Colorado, on August 1, 1967.

Facing Page: General Manager Olson rides behind the new Kaiser Steel train on July 10, 1968, to observe its operation, with his car 36 attached to the rear (visible above the fourth car of the train). Apparently the secretary is riding the head end. Six Alcos are on the head end, four others in the train out of the photo. The train is negotiating the horseshoe curve near Blanchard, New Mexico.

STEVE PATTERSON COLLECTION

elevation); and on this day, including car 405, we had 19 cars. The high nose Alco DL-600As or RSD-5s assigned to helper service were kept at Raton, and for our train two units ran light over the pass and coupled on behind car 405 at Trinidad. Since the superintendent wasn't on board (it was just the chef and I), I was in railfan heaven, standing out there on the rear platform of the car firing the camera at almost every curve. I even climbed across and rode the Alcos partway up the grade, shooting slides wholesale—until the film counter registered 38, 39, and. ... Finally I took the courage to open the camera and discovered I had no film and no slides of this once-in-a-lifetime occurrence. Do you suppose I was excited?

Just a few months later, my last trip on car 405 ended at Raton. The superintendent had directed the car be spotted at Raton, and we drove over in the Hi-Rail station wagon. After sleeping and eating aboard the car, we hi-railed the new York Canyon branch, following an empty Kaiser coal train up the branch to watch it load at the mine. Ten Alligator RSD-15s powered the train. Reopening the York Canyon mine (SP had been there previously) was one of Santa Fe's first entries into unit coal train service, delivering coal to Kaiser's Steel Mill at Fontana, California. While the boss was in the mine load-out building, I was in the middle of the loop track admiring those Alligators with my loaded Pentax. A trainman came out of the lead unit alongside that long snout and asked if I was the secretary. I said yes. "Mr. Kurtz [the superintendant] wants you to come over to the building," he said.

When I got over there, Mr. Kurtz informed me that I'd have to catch No. 20, the eastbound *Chief*, at Raton tomorrow morning and go directly to Topeka as Mr. Olson "is looking for a secretary and wants to interview you." I didn't get to stop at La Junta en route to pick up more clothes or empty the refrigerator. I thought perhaps it'd be a quick trip, and that one of the other superintendent secretaries would be chosen over me, since I was the youngest and newest.

When I arrived at the familiar inner sanctum the second morning, there was not another secretary present, and there was no interview. The first words out of Olson's mouth were, "Arrange to put the car on No. 20 tonight to Chicago." I'm it! I'm his new secretary, period. There wasn't any "Hello; congratulations. I welcome you. Will you work for me?" None of that. I was thinking that I needed to go home to La Junta to get my clothes and my car and throw out the stale milk. That didn't happen for another 10 days.

Car 36 was an 82-foot-long heavyweight built by Pullman in 1924 and was typical of the cars assigned to general managers and assistant general managers. It was modernized over the years, beginning with Waukesha air conditioning about 1950, roller bearings a few years later, followed by a solid observation railing, flush thermopane windows, and shadow-striping on silver paint. My room measured 6' x 7' and was smaller than the one I had on car 405, probably because a small desk was built into my room on 36, whereas the secretary's desk on the 400-series superintendent cars was next to the buffet in a corner of the dining room. It was obviously more discreet and private to have my work station in my room.

When originally built, car 36 could sleep 17 people, but in its final days, it could accommodate only 10. Both a chef and a porter were assigned to the car, and those earnest fellows became my close friends, because we worked together as a team with one purpose: to make the boss's job as easy as possible. I was the first person to be told of an upcoming trip on the car, and promptly I'd let them know. Turk the chef had to acquire provisions, and Vince the porter had to make sure the car was serviced and ready for movement. Next it was my duty to inform the local superintendent as well as the chief dispatcher and the Topeka yardmaster.

Chef Turk was indeed unique. He would have perhaps a thousand bucks' worth of groceries (in 1967 dollars) delivered to the car for the outing. He never knew how many people would be dining on the car at any meal, nor how long we'd be on the road. In the years I was on the car, I never saw him come up short.

Before coming to Topeka as general manager, Olson had served in the same position at Galveston, Texas. While there he had dined at the exclusive Galvez Hotel, where Turk was the chef. Olson made him an offer that he couldn't refuse and took him to Topeka to be his own chef.

Being the boy from Tennessee, I had never eaten so high on the hog. I was introduced to such exotics as stuffed chops, lamb, and Cornish hens. Why the green jelly with the lamb, I wondered? As a kid I didn't like cottage cheese and wouldn't eat it—until we were parked at Dodge City and the chef on car 405 carefully carved out the insides of whole tomatoes and saved them. He blended them with cottage cheese, reinserted it all back into the tomato, and served it chilled upon a bed of lettuce as a delicious salad.

Hillbilly me had to quickly learn refined manners, etiquette, and protocol. It wasn't polite, you know, to refuse to eat what was placed before you. So I didn't. But at least I wasn't like the soldier boy Vince told me about who had been invited aboard a business car: After dinner when the finger bowls were placed before everyone, the soldier looked at his, looked around at everyone else chatting, and finally picked up the silver dish and started sipping from it. Vince also taught me that it is proper to refold your linen napkin before leaving the table. Seasoned riders in business cars knew to keep a spoon inserted in coffee cups to calm the sloshing, but of course one never drank from the cup with the spoon still in it.

Evidently it was long-standing Santa Fe practice that the boss or host would be seated at the head of the table closest to the kitchen. To his immediate right would be the person of second rank (or his wife, if she was aboard); first out on his left would be the person of next rank, and so on down the rest of the table sides. I was always seated at the opposite end of the table, and I was never "bumped" from it (nor from my room as other managers were known to do to their secretaries). To me it was the best seat in the dining room, since I could see out both sides of the car while riding forward. The boss always rode backwards in the dining room. When it was just the boss and I, it was a bit of a struggle to hear each other from one end of the table to the other over the normal roar of movement.

Car 36 was equipped with Santa Fe's California Poppy china pattern, and Vince routinely visited the Topeka commissary to replace chipped pieces. He religiously polished our silver, and table settings of heavy silver on linen were always impeccable. The huge silver server on our buffet was always heaped with fresh fruit, nuts and chocolates.

But there was one thing I could never convince Vince to do: Every morning with Mr. Olson's wake-up call, Vince would hand him a California Poppy cup of coffee, but he would not do that for me. I had to get on enough clothes to traipse down the hall to the pantry, pour my own, and stumble back to my room. I really didn't mind, because that gave me a chance to sniff out what was for breakfast and to exchange wisecracks with the guys who exuded pride in everything they did.

My room was always the farthest from the dining room or the first bedroom after entering the car. Car 36 had three staterooms. Room one, the boss's, was the largest, with a double bed,

An April 1968 Hi-Rail inspection trip gets serious as (left to right) General Manager Olson looks at the non-block track between La Junta, Colorado, and Amarillo, Texas (the "Boise City" line), while Assistant General Manger Heath and Superintendent Kurtz keep step with Olson. Heath's secretary Bob Gerant follows him.

and it was in the center of the car for best riding qualities. Next was a guest room, which also had a double bed. Between that room and mine was a bathroom with a shower stall made of clear plate glass and framed with stainless steel. After anyone indulged in a shower, Vince wiped down and polished the stall to keep it spotless. My berth and the boss's bed were perpendicular to the car and the track.

One year we went to Chicago 19 times on the car. After visiting vice presidents and attending meetings in the home office, Olson was always running high on adrenaline as we departed Dearborn (usually on the rear of No. 1, *San Francisco Chief*, at 3 p.m.), and he was ready to dictate. Frequently accompanying us was Eastern Lines Chief Engineer Cliff Sandberg. Cliff had the darned habit of bringing aboard the car the fattest Chicago newspaper he could find. As Olson sat at his desk in the observation end of the car facing rearward, I sat across from him on the very edge of a chair, straining to hear his dictation while Cliff rattled that newspaper. Through a track switch we'd lurch, I'd have to regain my balance, and by now I was half a sentence or more behind the old man. Under my breath I cursed Clifford.

On the occasion of a staff meeting at Chicago headquarters, all three general managers had been summoned. Francis Stuppi and his secretary from Amarillo arrived on their car 35 and were coupled to our car at Dearborn Station. John Landreth from Los Angeles flew in without a car or a secretary. Since it was his territory, Olson hosted dinner on his car at the depot. Landreth sprinkled colorful French dressing on his crisp salad and unfortunately overturned a great portion of it onto his shirt and lap. As Vince came quickly to the rescue, Stuppi laughingly looked over at Landreth and asked, "Don't you have another shirt?" Being the extraordinary gentleman he was, Landreth shot back, "Who do you think I am, some rich Texan?"

The next morning at the staff meeting (which I didn't have to attend), I followed Olson down a hall carrying several files in my arms for him. Stuppi's secretary likewise toted a bulging briefcase in each hand. Landreth walked into the meeting carrying nothing but a scratchpad. I thought to myself, there goes my kind of general manager. It was obvious that change was at hand: Male secretaries and business cars were an affluent expense the future would no longer tolerate.

While assigned to Kurtz and Olson, I could sense they both had a mortal fear of sending their business cars to the shop for repairs. We all knew that the end of such extravagance was near, and if their cars went to the shop, they might not come back after the machinists completed their inspections and lengthy list of costs. Car 36 had a distinctive lean to the right. I adjusted the bedding in my berth so that my head was always on the high side of the car, my feet to the lower. But Olson would never send it to the shop. Kurtz was fortunate, since his car was perhaps the last superintendent 400-series car to graduate Topeka Shops in January 1966 and emerge resplendent in new silver paint with shadow stripes.

As a youngster I used to suffer motion sickness, and working aboard a business car in cramped corners without being able to watch the scenery pass by, I'd start feeling nauseated. But the work had to be done, so I would force myself to endure. Eventually I got over the queasy feelings and was able to bang on a typewriter no matter which way I was facing or traveling. Hammering on a typewriter while slamming around curves on the end of an 18-car

bullwhip required a certain amount of poise. Now you know why I appreciated having my little desk hidden away in my room.

It didn't take long to learn how to gauge the boss's mood, and a secretary didn't dare ask Olson to repeat anything. Let's say he had a way of making you regret doing so. But that held true for all his subordinates. One of my most humiliating encounters with him occurred in Denver. He had gone to Chicago for a meeting and dispatched car 36 with me and the crew to Denver. After the Chicago meeting he caught CB&Q's *Denver Zephyr* overnight to Colorado, where we were waiting for him. Olson worked in his room that night making a lot of notes. Having been a stenographer at one time himself, his notes were in his own shorthand scribbling. When dictation began aboard car 36, reading off his notes he was probably mumbling 150 to 175 words a minute. There was no way I could keep up. That night when he retired, I went straight for the wastebasket trying to redeem my own scratching and not have to ask him what he said. It was hopeless. His notes were made with a broad felt tip pen, and they might as well have been created with a paint brush. I had to approach God and admit my failure.

Whenever the old man would have guests aboard the car, he'd like to show me off by constantly keeping me coming and going like a yo-yo. For instance, I had to go up into the train and obtain the train orders from the brakeman or conductor. I gave the stapled sheaf of orders to Olson; he glanced at them, tossed them back to me in front of his audience, and requested that I place them in milepost order.

Perhaps the greatest land faring we had on the car was a 2,053-mile trip attached to the rear of No. 1, *San Francisco Chief*, all the way from Topeka to Richmond (across the bay from San Francisco). It was a personal trip for Olson and his family, and I had free rein to do what I wanted on the way out. It was the first time I ever saw Tehachapi, and what a way to view it—from an observation car platform! On the return trip on No. 2, I gladly gave up dinner aboard the car so that I could ride the cab of the F units from Bakersfield to Barstow to have another look at Tehachapi. After that the exhilaration came with a price: The Topeka office had sent us locked, registered pouches of mail, which we picked up at most every major terminal. Olson devoured every letter and file, and I was busy the entire way east. There wasn't even time to appreciate the Alco PAs up front that had replaced the Fs at Barstow. I became proficient in the fine art of how to coil a telegram and toss it off the back of the car to have it land at an agent's feet as we sped by his station.

Several occasions we traveled on the road without car 36. After attending ICC public hearings at Chicago and westward when the Santa Fe applied to discontinue trains 19, 20, 23, and 24, Olson was to appear also at the last hearing in Los Angeles. He and I each had a bedroom aboard No. 19, the *Chief*, on the way out and one on No. 18, the *Super Chief*, on the way back. It was the only opportunity in my career to ride the *Super* on a business trip. Two brand-new FP45s were on No. 18, and Olson had to check them out himself by riding the cab from Lamy to Las Vegas, New Mexico. That afternoon Olson walked through some of the sleepers and found some old friends. He treated them and me to dinner in the Turquoise Room as we climbed over Raton Pass, surely a pinnacle in my career.

Top Left: General Manager Olson was known to examine serious derailments, such as this sideswipe between two freight trains near Holliday, Kansas, between Christmas and New Years Eve 1967. These are obviously the days before hardhats and Hulcher Services. A carload of Proctor & Gamble soap powder is all over the scene, but still it is neither clean nor pretty.

Above: You might say Olson was a "hands-on" person as he examines the missing piece of the puzzle and the cause of a passenger train derailment at Lomax, Illinois, in fall 1967. By searching for any possible clue, the piece of wheel was found in weeds and brush on the right-of-way almost two miles from the derailment location.

We all were stunned when the ICC gave its consent to drop the *Chief* but not the *Grand Canyon*. The end of Santa Fe's distinguished passenger service was beginning.

We all were stunned when the ICC gave its consent to drop the *Chief* but not the *Grand Canyon*. The end of Santa Fe's distinguished passenger service was beginning. The birth of Amtrak was three years away, but we didn't know that.

Whenever General Manager Olson went to an ICC hearing to testify, you can believe he was ready and sure of his facts. Application had also been filed to end passenger service between Kansas City and Tulsa, and in advance of attending a hearing, Olson took a trip with car 36 on trains 211 and 212 as well as Nos. 47 and 48. He wanted every parcel or package handled in the baggage car counted. Guess who got that night duty?

We worked closely with the passenger traffic department, whose work always intrigued me. One of its neatest publications was a condensed system passenger timetable on a special parchment similar to thin oil cloth which wouldn't wear out. We travelers carried one in our coat pockets and staunchly relied on it.

Another jaunt without the car was aboard the inaugural *Super C* out of Chicago's Corwith Yard on January 17, 1968. Olson took me along, and we rode it to Emporia, Kansas, stepping off there during a crew change. I must have been the person of lowest rank aboard that train, and I tried to hide out in the test car, the first car behind the FP45s, where I found and chatted

At the Blanchard, New Mexico, horseshoe curve, a famous AT&SF public relations department location for publicity photos, Patterson is on the rear platform of biz car 405, looking perpendicular off the rear of the car at the F units on 18-car train No. 24. The *Grand Canyon* is heading eastbound back to La Junta, Colorado, on March 10, 1967.

with an old friend, TRAINS Editor David P. Morgan.

As that train was being assembled in Corwith Yard, dignitaries were everywhere, including AT&SF President John Reed and Assistant Vice President Larry Cena. Shippers who paid the premium tariff to have their trailers aboard the train were hastily affixing banners to their loads, hoping for some free advertising on this special train. Amid a scurry of pigeons flying about, a news helicopter escorted us out of town. Olson had made a wager with Cena and Reed (who did not ride the train) about how long they each expected those billboards to remain attached to the world's fastest freight train. Olson dictated a wire. Without a typewriter I printed it out on a piece of paper and rolled it up, ready to throw it off at Streator. It read: "Cena Chicago. Banner Joined the Birds at Mile Post Seven and two-thirds. Olson." But before reaching Streator he had a turn of heart and told me to discard it.

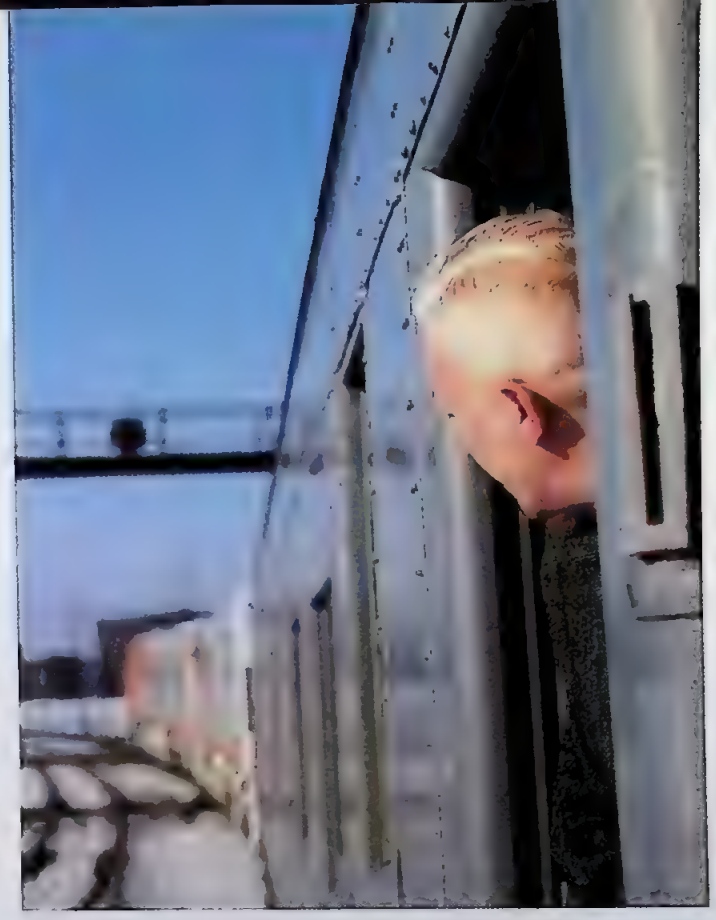
In the heyday of AT&SF communications, the railway had graduating levels of telegrams, such as a night wire, a day wire, a preferred wire, and the most important one of all, which took priority over everything else, the pink wire. Only once in my tenure with Olson did he send a pink telegram. In 1967 Santa Fe's only rotary snowplow was parked at La Junta, Colorado. The main line at Flagstaff, Arizona, was being buried by a fierce snowstorm, and trains were becoming disabled in the deep snow. Olson instructed Kurtz to send the rotary at once to Flagstaff. He had already told him the same thing on the phone.

Working as a male secretary assigned to an officer was a magnificent learning experience. From Olson I learned a tremendous amount of things, including one of his quips: "If you get to a traffic department function on time, you're already two drinks behind."

I learned how to thoroughly investigate the cause of derailments. As I recall, train 15, *Texas Chief*, derailed at high speed on the doubletrack Illinois Division main line at Lomax on Halloween night in 1967, and there was not an obvious reason. Olson went to the scene with his assistant and me. A chair car attendant aboard the train mentioned he heard a loud thump under his car near where he was seated about one or two minutes before the train went in the ditch. From the speed tape it was known the train was traveling nearly 90 mph, so Olson got a Hi-Rail car and backtracked up the main line to where the train would have been about two minutes or so before the spill. The track was walked, every crosstie examined, nicks or dents in the rails noted, knocked down vegetation or anything disturbed investigated. Finally the assistant general manager noticed a divot in the field side of the ballast of the other main track. The little depression was only about two inches deep in the ballast shoulder, and at about a 25 degree angle to the track. The superintendent and the assistant general manager went to the weeds as if following a trajectory at that angle. Far down in the bushes on the right-of-way, they found a large piece of a broken passenger car wheel. Evidently, the truck under the car attendant's end of the coach had proceeded down the track on three wheels until it derailed on the Lomax crossover switches.

I learned how each employee on the railroad is really a cog in the wheel that makes the company run and how it is all one big family. One incident clearly illustrated that:

While I was assigned at La Junta, frequently I would watch the combined *Super Chief/El Capitan* pass through town. Passengers loved to step off and patronize the open-air newsstand. And I began to notice a certain courier nurse would pass through now and then. Hoping to get acquainted with her, I made it a point to speak with her during the short stop. Soon after that I went back to Topeka to work for Olson, and Roxanne and I continued to correspond. (Incidentally, UP called its ladies on passenger trains "nurse-stewardesses," and Southern designated them as "hostesses.")



TRAINS Editor David P. Morgan is among the dignitaries invited aboard the inaugural *Super C*, and here he wistfully watches the new FP45s up front of the test car as the train departs Corwith Yard, Chicago, on January 17, 1968.

On that return trip from Richmond to Topeka on the *San Francisco Chief* with car 36, Roxanne happened to be the courier nurse on the train. Olson was delighted to have her aboard our car for a few meals. Roxanne, an accomplished train traveler who could have written a book about her own experiences, was astonished our business car had a shower in it. We discovered that Olson knew Roxanne's father, who was a retired locomotive engineer at Carlsbad, New Mexico. Earlier in his career when Olson was a trainmaster at Clovis, he was to ride a troop train west out of Clovis to Vaughn. But Mrs. Olson was insistent that he come home and not make the trip because it was his birthday. Mrs. Olson won, and he didn't ride the ill-fated train. West of Clovis a bulldozer had been working on a highway widening project and had struck one of the rails of the AT&SF main. About the time the engineer had gotten the train out of town and up to speed with his 4-8-4, it hit the kink in the rail and derailed. Roxanne's father was scalded and badly injured and was off work for a very long time.

Olson railroaded seven days a week. He enjoyed spotting car 36 at remote places, such as Colorado Springs, Colorado, or

Dodge City, Kansas—ordinarily some location where a telephone jack was available. From Dodge City he would hi-rail and inspect branch lines in the dead of winter, taking along lunches Turk had prepared. On one of those miserable trips, the division superintendent questioned me, "Why are we out here freezing our asses and eating these ice sandwiches off the tailgate?"

We had to depend on mechanical department personnel to place "honey buckets" under the car wherever we were spotted, because car 36, like most passenger cars of those days, did not have retention tanks. What should have been the grandest entrance to the company's passenger trains, Dearborn Station in Chicago, was in my opinion the filthiest place on the Santa Fe Railway. Along the tracks under the Dearborn train shed where passengers had to walk was shameful. At the location we visited the most often, Chicago, buckets were seldom placed, and we made it a practice to use the station facilities, which was not always convenient.

While parked at Kansas City's Union Depot, it was usually an Olympic event for me to negotiate all the halls, catacombs, vaults, steps, and ledges inside the mammoth structure to the passenger trainmaster's third floor office to pick up or dispatch wires (telegrams) and morning reports.

Several times my duties extended beyond secretarial. One day Olson boarded Vice President Shelton's business car (usually the *Atchison*) as it passed through Topeka on the back of train 12 and told me to drive the company car over to Kansas City to pick him up. On the way the Chrysler Imperial (dubbed the "Queen Mary") boiled over just as I was reaching the outskirts of Kansas City. By the time it cooled enough that I could drive it a little, I was very tardy picking him up. While waiting for a

Below: Crew members assigned to the general manager's car 36, Chef Turk (left) and Porter Vince (right), pose here during a stop-off at Dodge City, Kansas, on November 16, 1967.

Bottom: We have just stepped off car 36 (on the rear of train 23, the *Grand Canyon*) at Raton, New Mexico, on July 10, 1968, and Vince the porter has just closed the trap door as the train is about to depart.

complete radiator flush to get rid of that black crud that was coming out, I learned the hard way that maintenance on the Queen was also my responsibility.

We spent a lot of time in that car with me chauffeuring and him constantly reading files or an occasional newspaper. He totally entrusted me to get him to the right place safely on time. Only once did I see Olson have to ride the back seat—when we drove to Oklahoma City to pick up President John Reed, who wanted to look over the new Port of Catoosa inland marine terminal.

Not long after I was promoted to another job in Texas and left Olson and car 36 in early 1969, most business cars on the Santa Fe were withdrawn from service. Eventually only the four named cars (*Atchison, Topeka, Santa Fe,* and *Mountainair*) assigned to the Chicago pool were retained. Communication technology was advancing so rapidly that the cars and traveling secretaries were not needed.

It wasn't easy working for Olson; my replacement resigned from the job while out on the road. After one particular overnight trip from Chicago, we had breakfast on the car at Topeka and then prepared for the day's work at the office. There was an unused loaf of bread laying on the dining room table, and knowing our trip was over, and since I had no provisions at my apartment, I picked up the bread as I believed it would just be discarded. Olson asked me where I was going with that bread. I said, "Home." He said, "I have seen employees fired for less than that."

In the final epoch of business cars on the Santa Fe, we secretaries weren't seniors, we didn't have sleeve garters, nor did we wear green eye shades or clunk on antique LC Smith typewriters at a scarred oak desk as portrayed by some. We were before the computer age and in the last throws of extravagant railroading. Whenever in public or employee view, we had to put our best foot forward at all times.

Business cars enabled an officer to have both a portable office and a way to inspect his territory where there was no lodging or restaurant facilities and when there were few roads. The cars were indeed prestige symbols of opulent splendor. Every leader needs a steed, and the cars were an elevation or extension of the man, the boss. When an office car came to town, it was the hallmark of power, pedigree, and privilege. The car itself spoke The Company, and the social implication was exalted status of serenity, aristocracy, and imperviousness, causing the imagination of observers to run wild as to what secrecy occurred on board.

Those images were scrapped decades ago, when railroads no longer needed or could afford such gilt-edging for their managers. There is a different business conducted aboard business cars nowadays. Coupled with an auditorium/inspection car, there is no better way to show off the railway to shippers, civic leaders, and security analysts. Since railroads don't have static showrooms to display their services, their business cars become a primary marketing tool to conduct business in a dynamic setting. The cars are excellent for public relations as clientele are captive to nostalgia, and analysts are able to see the condition of the company, its very flesh and blood, to gain the best understanding how the railroad operates. Customers invited aboard business cars consider it very special.

I suppose you could say I was lucky.

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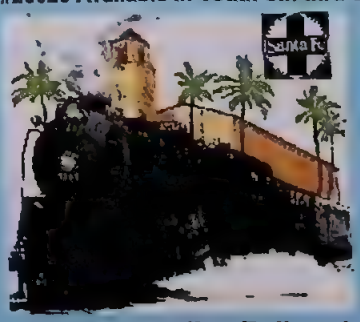

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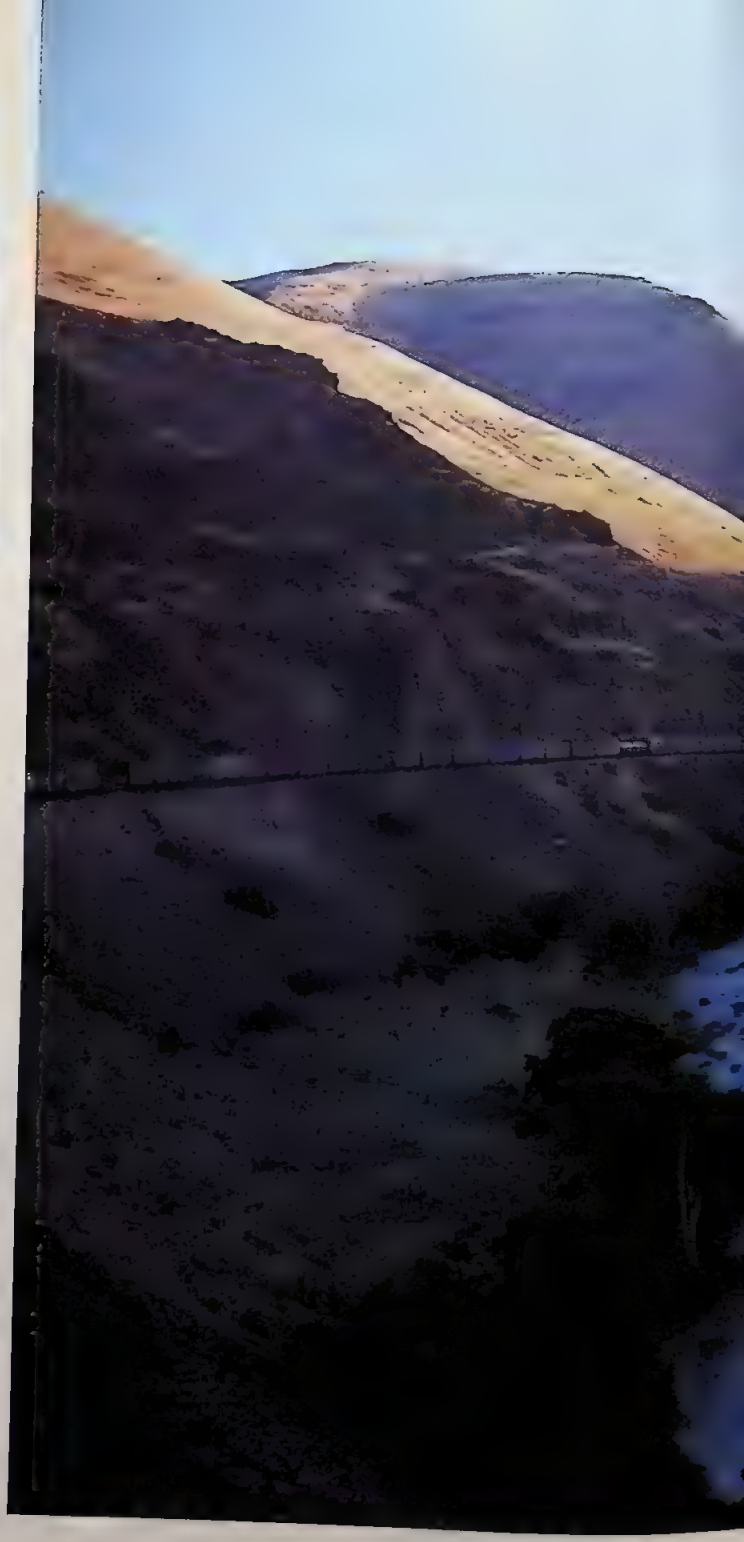


Oregon

A RARITY

Trunk

IN 1970

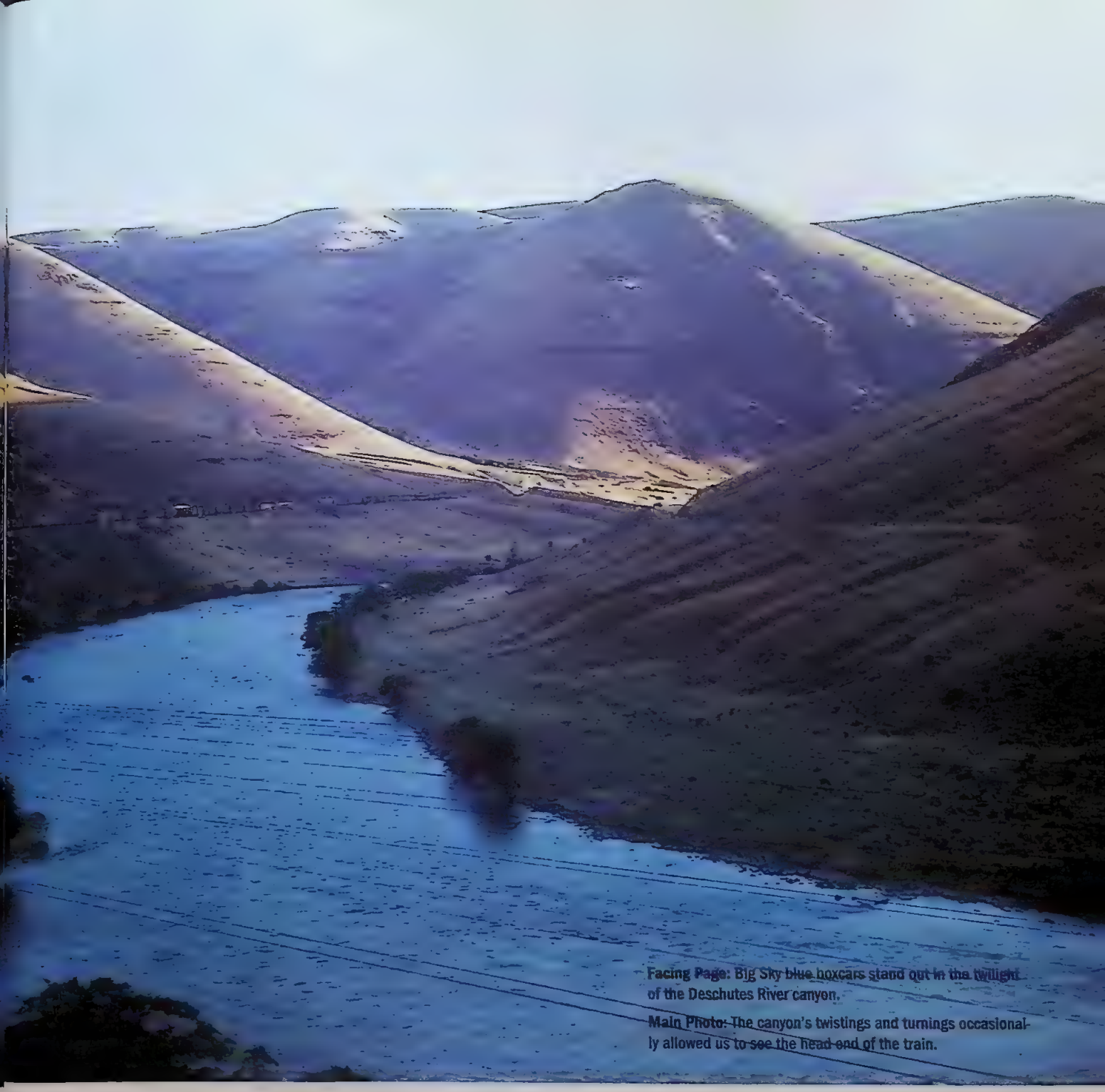
Mixed

TEXT AND PHOTOS BY GEORGE H. DRURY

Mixed trains, trains that carry both passengers and freight, are plentiful in 1999. With diners, lounges, and sleepers and names like *Empire Builder* and *Southwest Chief*, they're classy operations (except for the freight cars). Back 30 years ago, though, mixed trains consisted of a baggage car and a coach on the rear of a freight train or perhaps a seat or two for passengers in the caboose. And they were rare.

Even into the early 1960s, Burlington, Great Northern, and Northern Pacific operated numerous mixed trains, but they trimmed them from their timetables in the years before the Burlington Northern merger. BN inherited just one mixed train from its predecessors, a Spokane, Portland & Seattle run between Wishram, Washington, and Bend, Oregon—the Oregon Trunk Railway.

The Oregon Trunk was built between 1909 and 1911 by James J. Hill to open central Oregon. Harriman's Union Pacific had the same goal in mind at the same time, and there was a railroad war in the canyon of the Deschutes River. Harriman's and Hill's forces eventually came to terms—joint operation, trackage rights over parts of each other's line, and abandonment of duplicate track. The line to Bend was a stub-end branch for Union Pacific, but for Great Northern (half-owner with Northern Pacific of Spokane,



Facing Page: Big Sky blue boxcars stand out in the twilight of the Deschutes River canyon.

Main Photo: The canyon's twistings and turnings occasionally allowed us to see the head-end of the train.

Portland & Seattle), the line became part of the Inside Gateway route down through Oregon and northeast California to a connection with Western Pacific at Bieber, California.

The OFFICIAL GUIDE showed the same schedules for years: train 102 out of Wishram at 1 a.m. daily except Sunday, with a reasonable connection off SP&S train 4 from Portland, and into Bend at 7 a.m.; 103 out of Bend at 11 p.m. Monday through Friday and into Wishram at 5 a.m., missing the *North Coast Limited/Empire Builder* to Portland by 17 minutes; and 105 out of Bend at 7 on Saturday evenings and into Wishram just after midnight, in plenty of time to connect with both SP&S trains into Portland. Burlington Northern's employee timetable of March 3, 1970, showed the same times, but the numbers and the directions were changed: 102 became 1269, 103 became 1264, and 105 became 1268. Curiously, in 1970 the OFFICIAL GUIDE didn't show the trains or even a table of the Wishram-Bend line.

IN SPRING 1970 THE TRAIN was "an RS-3, a few freight cars, and a combine," according to a friend. "The crew is friendly, and they let me ride in the cab." His slides confirmed it.

I'd have to make the trip over a weekend. That meant the Saturday night train north out of Bend. Southern Pacific's *Cascade* could get me from San Francisco to Eugene or Portland Saturday morning, and surely someone ran a bus over the mountains to

Bend. The *Cascade* could also get me back to San Francisco Monday morning almost in time for work. My boss, understanding odd enthusiasms, said I could come in late. I persuaded two friends to come along, plus a third friend northbound to help fill a bedroom suite.

Younger readers may wonder why we didn't drive. San Francisco to Bend is 500 miles, and I-5 didn't exist in those days. Or fly to Bend. Better question. I had not yet made peace with flying.

The first snag was SP. The sleeper on the *Cascade* was sold out, so we were wait-listed in the event SP found another sleeper in the West Oakland yards. After a week, SP relented.

Friday, June 26, 1970, found three of us boarding the *Cascade* at Oakland (the fourth would join us at Davis). We had exclusive occupancy of a 12-bedroom sleeper. The coffee-shop car provided a better-than-adequate dinner along with an ever-changing view of the bays and rivers at sunset.

Top: Soon after we reached Bend, we found Burlington Northern GP9 1775 teaming up with a Southern Pacific C-628, a Northern Pacific RS-11, and an SP C-630 on a northbound freight.

Above: Combine 272 served on the OT mixed train as caboose, coach, baggage car, and coffee shop–lounge.

Right: Burlington Northern 4057, an RS-3 still in Spokane, Portland & Seattle colors, was switching the industries in Bend that afternoon.

At Davis there was a problem up toward the head end of the train. We looked out the vestibule and fretted for a while but gave up and went to bed before the train resumed its trip.

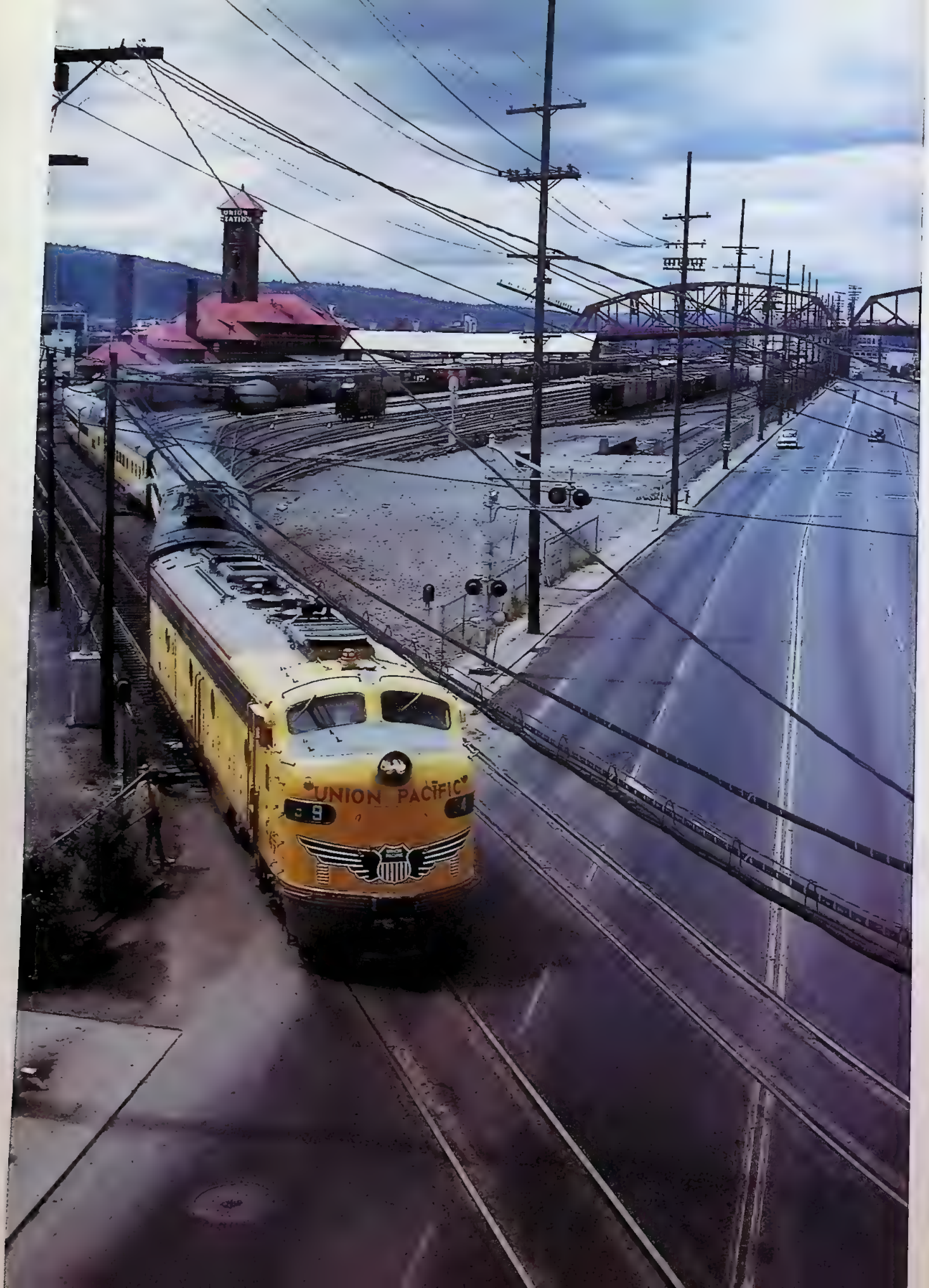
Next morning I was the first one up. I raised the window shade and looked out at Klamath Falls in much broader daylight than I expected—the train was about two hours late. A minor benefit of the delay was the scenery along the Williamson River at Chiloquin and the climb up to the high country north of Klamath Lake.

A few miles west of the summit of the Cascades, the clouds closed in. (They often do in the western third of Oregon.) We reached Eugene at 11:50, exactly two hours late, walked to the Trailways station, and just caught the bus to Bend.

We reached Bend midafternoon, stowed our bags in the bus station, and set off to explore the yard. We were alternately sunned and rained on as we watched two freights arrive and depart behind mixtures of SP&S, GN, NP, and leased SP diesels. We followed an RS-3 through its switching chores and found the engine terminal. Contents: one SP&S C-415 and one antique steel combine with a pair of small bay windows so the car could serve as a caboose. It was obviously our conveyance to Wishram.

We had dinner at an excellent restaurant, then ambled back to the OT depot in plenty of time for the 7 p.m. departure. We found that the train wouldn't leave until 10:30 or so, because it had arrived a little after noon and the crew required eight hours of rest. We hung around the depot for the rest of the evening.

About 10 o'clock a freight arrived from the south, and it was decided to combine it with the mixed train. Some switching ensued, and the train wound up as five diesel units (in four paint schemes) headed by the C-415, 70-some freight cars, and the combine.


UNION STATION
UNION PACIFIC
39

The rain let up occasionally so we could photograph the action around Portland Union Station: Union Pacific train 106, the *City of Portland*, departing for Chicago (facing page); BN S-2 940 (formerly SP&S 28) bringing a cut of cars across the Willamette River on the lower level of the Steel Bridge (left); BN's early afternoon train departing to Seattle, still looking like Great Northern's contribution to the Portland-Seattle pool (below); and BN train 22, the *North Coast Limited* and *Empire Builder*, heading out to Pasco and Spokane (bottom).

The conductor seemed pleased to have passengers and showed us around the car: high-backed leather-upholstered seats, a couple of bunks made Pullman-style (sort of) from several seats, oil lamps, and a coal stove in the baggage room. He said there would be plenty of slack action and warned us to hang on. He gave us bay-window privileges as he did his paperwork, and we set off north through the darkness. The line paralleled U. S. Route 97 for a way; lights from nearby buildings and the moon illuminated the flat country.

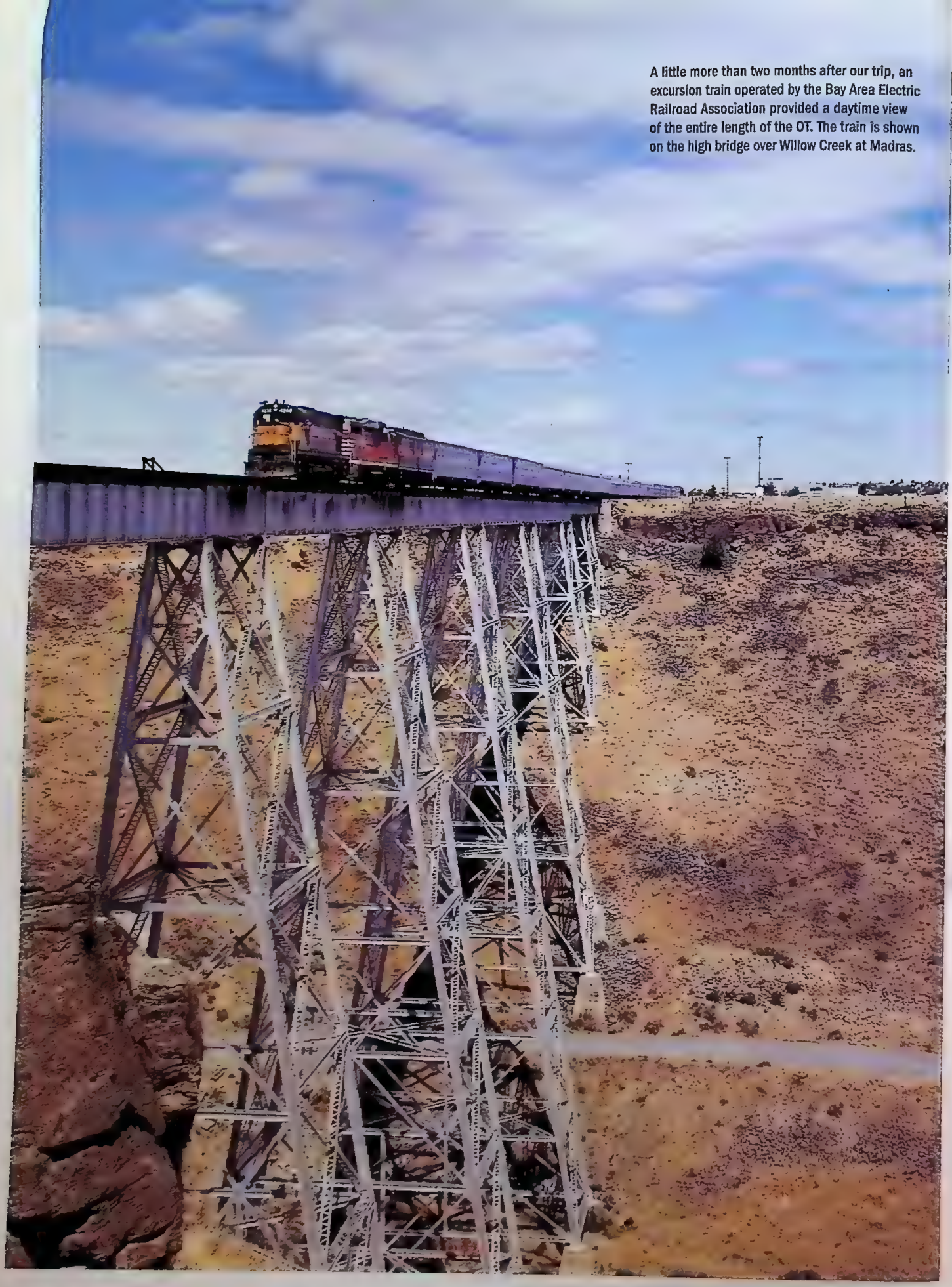
The conductor explained that at Madras there would be some switching at the head end, and the rear of the train would probably be on a high bridge, "so don't step out."

He was right. We were pushed back onto a very high steel trestle and stayed there a long time. We had a view of the town of Madras far below. A look out the door into the rear vestibule showed that the bottom step was out beyond the ends of the ties. It was not a comforting place to be.

The train had third-class status, which meant that only section cars had to yield to it. It was too long to use some of the sidings and had to wait a long time at others to meet southbound freights. At one siding the southbound freight was able to squeeze by only because the engineer of the mixed bunched the slack in the train.

The conductor invited us to help ourselves to coffee in the baggage section of the car. I imagined we would find a big coffeepot on the stove, full of coffee with more authority than finesse. What we found was a pan of hot water and packets of instant coffee, sugar, and creamer.

We dozed in the bunks as the train snaked down into the Deschutes canyon, one of the best fishing areas in the Northwest. The train stopped several times to pick up fishermen who had come in Saturday morning on the southbound train. For about 20 miles most of the seats in the combine were taken. At Maupin the fishermen detrained and got into their cars, and the three of us were once again the only passengers.



A little more than two months after our trip, an excursion train operated by the Bay Area Electric Railroad Association provided a daytime view of the entire length of the OT. The train is shown on the high bridge over Willow Creek at Madras.

SP&S dining car 406, *Willamette*, served us breakfast on train 21 into Portland. The car was built as Missouri-Kansas-Texas 11, *Sam Houston*. SP&S acquired it in 1965.

At Maupin the sky began to lighten. Soon we were able to enjoy the scenery of the Deschutes canyon, walled alternately with steep eroded cliffs and rolling, grassy hills.

The train emerged from the canyon at OT Junction, where a connecting track led to Union Pacific's main line east from Portland, and stopped with the engines on the east leg of the Wishram wye (but still on the Columbia River bridge) and the combine still in Oregon. The time was about 7 a.m. The conductor said he would drive us over to The Dalles, where we could catch a Greyhound into Portland — or perhaps UP's *City of Portland*, if it was running late. Then he was on his radio, asking Wishram why the train was stopped. Wishram replied there was an eastbound freight in the siding we were aiming for, and it couldn't leave until No. 21, the combined Portland sections of the *Empire Builder* and *North Coast Limited*, had cleared—and 21 was more than two hours off schedule.

"I have three passengers for 21," the conductor radioed back. There was more conversation about the impossibility of getting the mixed train in until 21 left, but finally the crews arranged to stop both trains with the combine and No. 21 opposite each other east of the wye. I think 21's crew was curious to see who would ride the Oregon Trunk.

We thanked the conductor of the mixed, stepped across the ballast, and boarded 21 just as the last call for breakfast was being made. We washed up quickly in a coach washroom and went to the diner. The car was former Katy, the menu said "Burlington Northern," and the meal upheld SP&S's reputation for dining car service. We had a speedy, smooth ride to Portland along the fastest track in the Northwest.

Downtown Portland in 1970 wasn't the exciting place it is now. We passed the time until the 4 p.m. departure of the *Cascade* photographing trains in and around the station. We had an early supper in the dining car, made our farewells to our Davis companion (we knew we wouldn't be up when he detrained), turned in, and slept well. Next morning there was a good breakfast in the coffee-shop car and an on-time arrival at Oakland.

On Labor Day weekend of 1970, the Bay Area Electric Railroad Association operated an excursion over the Oregon Trunk, so I got to see the entire line by day. The mixed train lasted less than a year longer, until the coming of Amtrak in May 1971. Since then the line has been a regular route for excursion trains, and Amtrak's *Coast Starlight*, successor to SP's *Cascade*, has detoured over the route on several occasions.

George Drury tumbled through several jobs on the West Coast before fetching up at Kalmbach Publishing Company in 1972. In 1996 he retired after 24 years as an editor in Kalmbach's book department and a company librarian. He is best known for articles on European rail travel and railroad reference books.

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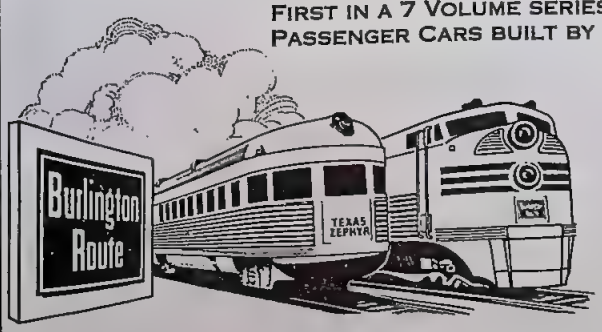

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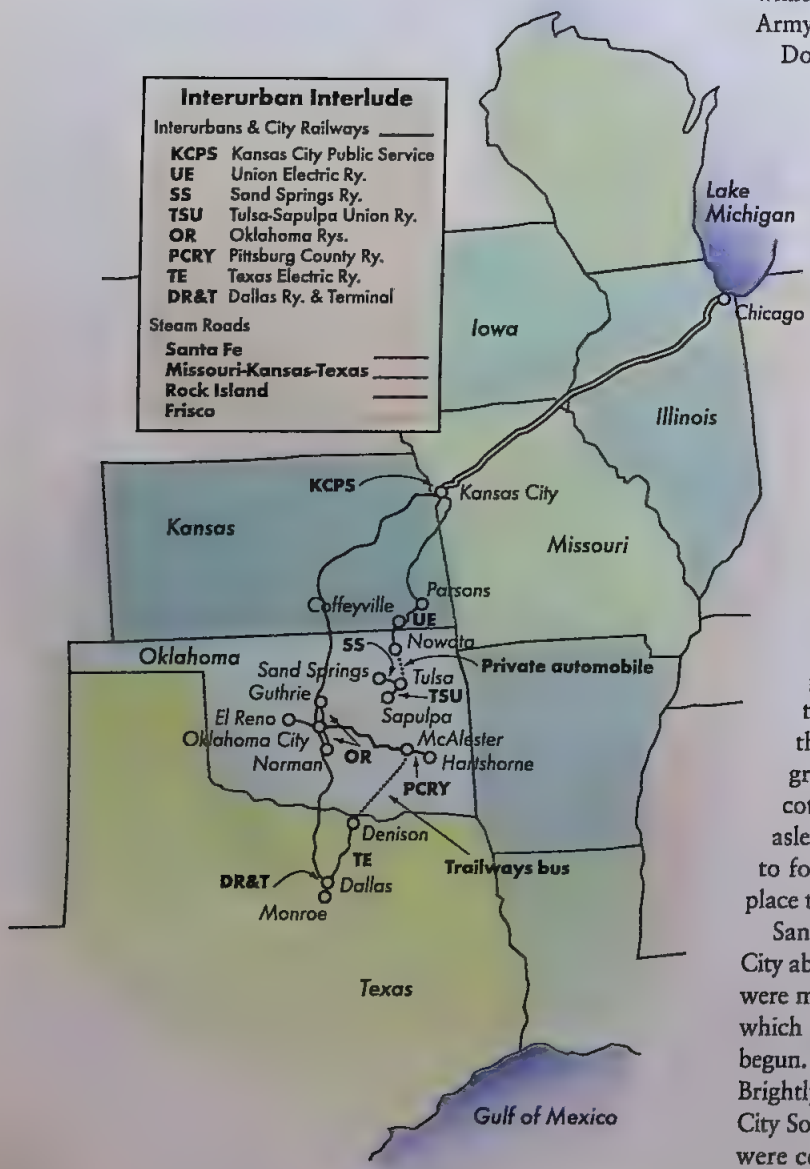
Southwestern Interurban *Interlude*

Text and photos by Gordon E. Lloyd



MAP BY CHRISTIAN J. GOEPEL AND JAMES P. ZIEGLER

We had agreed to meet at Dearborn Station, in Chicago, for the trip that we had planned while stationed in the Pacific Theater of Operations during WW II, Don Idarius while serving with the U.S. Navy (*USS Prairie*), Jim Buckley (U.S. Army Air Force) and me, Gordon Lloyd (U.S. Army Air Force). Don and I could work in about two weeks; Jim, on the other hand, could only spare a few days over Labor Day in fall 1946. We had been home for about six months from overseas duty, and with most of the rough edges occasioned by foreign duty now beginning to soften, we had saved the necessary train, hotel, and food money to make such a long-planned trip.

The hands of the station clock proceeded inexorably toward 10 p.m., departure time for AT&SF train No. 1, *The Scout*, which was carded from Chicago to San Francisco, not as fast as the extra-fare *Super Chief* or the *Chief*, the plushest of the plush. But No. 1, besides being kinder to our budgets, was easier to get seats on and allowed overnight passage to Kansas City. Moreover, we felt that we could "coach it" to K.C., as the 446-mile run was only nine hours long.

We proceeded to the gate, where No. 1 had been boarding since 9 p.m. Boarding the car, we noted one window seat, naturally over the trucks, and Don and Jim were left to work out who would sit by the window. I grabbed an aisle seat just behind them. Shortly thereafter the conductor gave the "All Aboard," and we glided out of the station. No. 1 was diesel powered and did not let any grass grow under its wheels. By the time we reached Chillicothe, Illinois, a crew change point, we were all more or less asleep. We had obtained pillows from the porter and managed to fold them up so that our weary heads had a better resting place than the back of the seat.

Santa Fe No. 1 was true to its promise; we arrived in Kansas City about five minutes early. This was our first time in K.C., and we were mightily impressed by the magnificence of the Union Station, which indeed outshone the station in Chicago where our trip had begun. The strange new railroads were equally part of our interest. Brightly painted passenger cars and diesels of lines such as Kansas City Southern, Missouri-Kansas-Texas, and St. Louis–San Francisco were coming and going as we slowly came to a stop. We were ticketed through to Parsons, Kansas, on Katy No. 25, the *Katy*

Flyer, which was scheduled to leave in about 60 minutes. Considering the photo opportunities awaiting us at the station tracks, and the fact that we could splurge on breakfast in the Katy diner, we charged up the street. The Kansas City Public Service operated a car line just out the front door, and we were quickly engaged in taking photos of the cream and white trolleys, as well as a few cars still in the older green paint. About 15 minutes of this frenzied activity had us through a couple rolls of film. Once the bunching of cars was over, at least for the moment, we hurried around to the south side of the tracks, where a K.C.–Cedar Rapids gas electric car of the Milwaukee Road was beginning its 296-mile run. It was now nearly 10 minutes before departure time, so we hurried down to the MKT platform to board No. 25—a "razor close" boarding. Most trains were doing a land office business just after WW II, and the *Katy Flyer* was kin to that group. We got coach seats and stowed our luggage. We then got into the dining car line, since at 11:30 a.m. we would be in Parsons. We savored orange juice, bacon, eggs, and coffee when we were finally served, as the scenery of eastern Kansas flashed by our window. All we could think of was arriving at Parsons and our first glimpse of the Union Electric.

As we got off the MKT, about 700 feet away we found the UE station, just a trolley wye between two buildings. The research we had done indicated that a car would be leaving for Coffeyville at 11:45 a.m. and that we had little time to catch it. A word at this point about the Union Electric. Although it operated from Parsons, Kansas, to Nowata, Oklahoma, over 67 miles, it was really two divisions: Parsons to Coffeyville, Kansas, 25 miles, and then 42 miles to Nowata, Oklahoma. Few people ever rode the length of the line. It was ridden primarily for a couple of miles more or less as a streetcar, although it was a bona fide interurban, actually a "souped-up" double-truck Birney. My recollection of swaying along at about 55 mph on the single track, passing semi-trailers on the adjacent Kansas Rte. 169, was simultaneously thrilling and terrifying. The air line distance from Parsons to Nowata, Oklahoma, was approximately 30 miles; by the Union Electric it was nearly 80 miles. However, you could ride the UE end to end for a mere $1.11, although the fastest time for such a journey was three hours and five minutes one way. The UE also offered 40 ride tickets that would even beat that rock bottom fare.

Just as a big Chrysler of 1920s' vintage could not pass up a gas station, neither could the UE go near a town in Kansas or Oklahoma without going down its main street. The UE also operated

Union Electric car 72 waits for the passage of a Frisco freight train at Cherryvale Substation (Kansas). A friendly wave from the rear brakeman gives a homey touch to the event.

Top: Waiting for a southbound interurban car in the street at Independance, Kansas, is a Union Electric locomotive-hauled freight train. This is a sizeable train for the UE, and all the cars are loaded with cement from the Universal Atlas Cement Division of US Steel, located on the outskirts of Independence.

Above: The well-worn Union Electric barn in Coffeyville, Kansas, hosts recently shopped car 72 awaiting service, parked in front of the facility. A sign on Hiller's Cash Grocery proclaims that UE fares are at a "rock bottom" level of 1 cent per mile.

single-truck Birney cars in Independence and Coffeyville at 5 cents a ride. Needless to say, there was no bus company with deep enough pockets to challenge this service. Although the UE was a threadbare operation, it ran more or less on time and did provide a service that was not replaced when it went out of business on April 4, 1948. It had been in receivership since 1921. Carload freight service was offered through city streets: Big boxcab Baldwin electric locomotives followed Birney cars to the town limits, where they labored on with a couple of boxcars to the destination. It was truly a remarkable property, one I have never seen duplicated, with the exception of the streetcar system of Vera Cruz, Mexico, almost 30 years later.

We decided to stay over in Coffeyville (population 15,000) to ride the local trolley. It was now past noon, and we were tuckered out. But the UE shop people were helpful in spotting any car that caught our favor. We played the part of big city boys by liberally handing out White Owl cigars to the shopmen. It was worth every cent of what it cost. Later, we located a hotel in Coffeyville. A room rented for $2.50 a night.

The next morning we were up by 7 a.m., although the first car out to Parsons had left at 6:30 a.m. We had set our sights on riding down to Nowata with Jim, who had to turn back to Parsons for his trip back to Chicago. Hanging around the interurban station gave us the opportunity to observe the arrival of the 6:30 a.m. from Nowata with no one aboard except the motorman. He was surprised to see three young men wanting to travel to Nowata from Coffeyville, especially on the first southbound trip on a Labor Day Sunday morning. He was possibly more amazed to find that Jim did not even get off the car when it arrived in Nowata. Reason was that it was pouring rain. Don and I got off in the rain, bid good-bye to Jim, who remained snug in the interurban, which was preparing to go back to Coffeyville at 9 a.m. In 1946 there were seven round trips between Nowata and Coffeyville, an extreme amount of service considering the lack of riders. As an

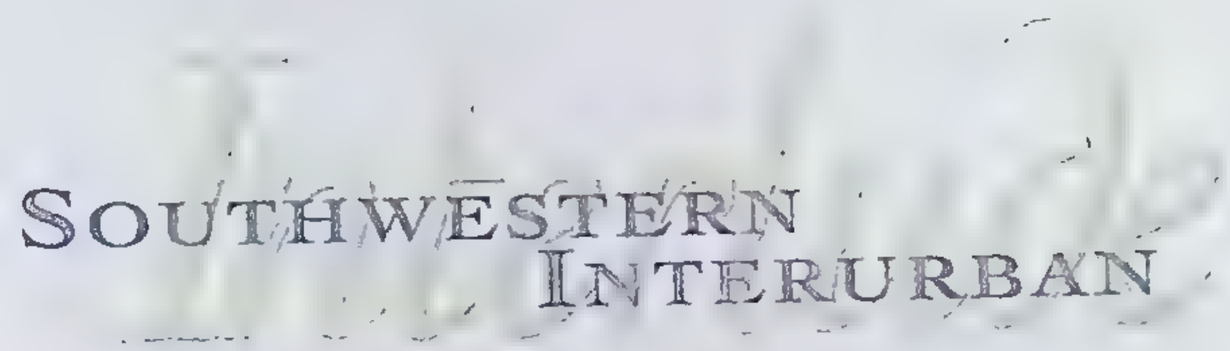
aside, UE had already discontinued the employment of an agent in Nowata (population 4,000).

Don and I headed for a store across the street, which had an awning, and wondered what to do next. Our destination for the day was Tulsa, a mere 60 miles south, but, as we had discovered, there was no public transportation out of Nowata, save to Coffeyville, and it was raining. Raining, that is, on our side of the street. We saw that the rain line had carefully stopped on the side of the street opposite us. We saw a car coming down the street and decided to thumb a ride. It was our lucky day as we were not only picked up, but were advised that the two "good old boys" in the car were heading to Tulsa for a big weekend. We were treated kindly enough, but when we got into the '35 Chevy, we noticed a big double barrel shotgun in the rear window, and we wondered what we had gotten into. Fortunately, the occupants of the front seat, Roy and "Frog," were too engrossed in talking about the fine suit of "threads" Frog was going to buy in Tulsa to pay us much mind. The talk went on at an amusing, if often silly pace, and the miles to Tulsa passed quickly. It began to drizzle again as we approached Tulsa, and Don and I began looking for trolley wire or tracks in the street. We noted the wire about a block off from our position and requested to be freed from the company of our two new friends. They acted with alacrity, and quickly we were out in the rain.

Suitcases in hand, we walked toward the Sand Springs trolley. The rain returned, then stopped, and started again. Then we saw SS 65—an unmistakable car—loading at the terminal at Boston and Archer streets. The lines of the Cincinnati Car Company were evident. As a very early lightweight interurban, its lines seemed more typical of the early 1900s than of 1922, when it was built for the Cincinnati, Lawrenceburg & Aurora. When the CL&A went out in 1930, the cars went back to the builder and were later acquired by the Sand Springs Railway. Here they soldiered on until the late 1940s, when they were replaced, amazingly, by the Union Electric cars that we had just ridden down to Nowata. One could hardly imagine that the well-worn UE cars would replace the better-maintained CL&A cars. However, surprise and the unusual are the essence of interurban railroading. We rode to Sand Springs on No. 65. The line in Sand Springs was part of a big loop that began at Lake Junction, where the double track parted and circled downtown Sand Springs. An odd fact about the line was that it was owned by the Orphan's Home in Sand Springs. Heavy freight revenue supported the passenger operations. The cars were generally well filled, but fares were kept low to encourage ridership. The little 10-mile line served several industries, the largest being the Sand Springs Works of Armco Steel. The Sand Springs runs today as a diesel freight operation and manages to make over $500,000 a year in its now freight-only operation, not bad for a line that seemed to not justify electrification but was operated for the first few months by McKeen motor cars. This was the last operating streetcar line in the state of Oklahoma, one that managed to exceed its business projections made at its outset in 1911, far after the so-called interurban boom had petered out.

We spent two days on the Sand Springs and the morning of the next getting to Sapulpa, Oklahoma, to see what was going on at the Tulsa-Sapulpa Union Railway. About the most notable aspect of the TSU was the fact that it operated former Cincinnati & Lake Erie freight motors to supplement a Baldwin boxcab locomotive.

We took just a few photos, as the line was not operating on that



Below: The ramschackle appearance of the Tulsa Terminal of the Sand Springs Railway belies the actual financial strength of the line. It existed as a trolley passenger operation until 1955, long after other traction properties had left the scene. In fact, the Sand Springs exists today as an independent diesel switching railroad.

Bottom: A former Rockford & Interurban (Illinois) car makes a stop for the photographer at Yukon, Oklahoma, on the Oklahoma Railways line to El Reno, Oklahoma. This station still had an agent!

particular day, and headed for the Frisco railroad station to continue our trip. The train of our choice was the next one out, which happened to be the *Will Rogers*, a classic streamlined steam train with a lounge-diner and air conditioned chair cars. We purchased our tickets and hopped on board the inviting reclining seat coach. The train was nearly full, but we got side by side seats. The ride was fast, and the 117 miles to "Oak City" passed in about three hours.

We were rewarded with a sunny day as we left the train in Oklahoma City. The capital city of Oklahoma had faced a transportation crises during WW II. The management of Oklahoma Railways had been methodically ridding its system of rail transit. The opening gun was when the extensive switching services in and around Oak City, which had been operated by electric locomotives, were sold before WW II to the steam railroads, primarily Rock Island and AT&SF, and the locomotives were sold to electric railroads in Iowa and Missouri. One even wound up on the CA&E in the Chicago area.

However, the electric railroad in Oklahoma was far from dead in fall 1946. There were three interurban lines to El Reno, Guthrie, and Norman. The city car operation was still primarily trolley. For a fan, the primary interest was the varied fleet of second-hand cars that the Oklahoma Railways had assembled to conduct its operations. The interurban fleet was dominated by former Indiana Service Corporation cars, which served the line with the greatest traffic, the Norman line. Riders to Norman had half hour service from 4:45 a.m. to 1:45 a.m. Service was available 24 hours a day, and most of the runs were handled by the former ISC cars, which seemed huge when compared to the other equipment. The cars to the former state capital at Guthrie, Oklahoma, saw 18 runs a day on irregular timings, and the El Reno Division (connection with the CRI&P) had 27 runs a day. The Guthrie and El Reno services were handled by cars from Rockford, Illinois, and Dayton, Ohio, and by a few of the older steel cars that had run on the Oklahoma Railways for over 30 years. All equipment was well maintained and operated at respectable speeds. We rode each of the interurban lines at least twice during our stay, as it was evident that the end was near.

City car operation was conducted with some nicely maintained cars that had run in Flint, Michigan. When busses replaced the cars, some of them went on to operate in Mexico City.

This was the kind of medium sized trolley operation that one could usually only dream about in 1946. It was exceptional in every regard. If it is difficult to imagine riding either interurbans or city cars from sunup to sunset, and enjoying every minute of the experience, you cannot understand the delights of the Oklahoma Railways.

Our only night ride was in one of the former ISC cars to and from Norman. The operator invited both of us to actually run the car. We were the only passengers. Our dreams were now realized. Oh, to relive such days!

After three days, we had to push on. We boarded the CRI&P *Choctaw Rocket* (train No. 52) at 8:42 p.m. for the 120-mile trip to McAlester, Oklahoma, to visit the most obscure trolley we would see on our southwestern sojourn.

The ride was typical Rock Island, the track a bit rough, but the crew friendly and accommodating, as if to offset the shortcomings of the ride. We arrived at McAlester after midnight, about a half hour after the scheduled time.

We were up early the next morning, knowing nothing of the Pittsburg County Railway, other than the location of its passenger station in the downtown area.

We found that a car (No. 36) was about to depart for Haileyville and Hartshorne, Oklahoma, at the end of the line. The run that we boarded turned out to be a school bus of sorts. In any event it quickly filled with children, who all disembarked a few miles down the line. That left the car to the motorman and the two of us. He turned out to be a talkative fellow, amazed to find that we had

Oklahoma Railways 2228 also once ran in Rockford. The car was a compromise design which allowed it to be used in city service or on interurban runs of the Rockford & Interurban Railroad. The 2228 is on its way to El Reno.

traveled from Chicago to ride his car. He advised us of a meet that was coming up and agreed to wait as we took the photo. He told us to visit the powerhouse/barn when we got back to McAlester and to mention his name. We followed his advice, and the barn foreman rolled out all the equipment in the barn for our photos. We had covered the line and shot all of its equipment in under three hours!

We thanked the foreman for his kind consideration. McAlester was on the MKT, so we sought out the Katy depot, which turned out to be adjacent to the station of the Rock, where we had arrived the previous night. Yes, there was MKT train service to Dallas: The train would leave at 4:55 p.m., arriving in Dallas at 10:50 p.m. Quickly we ran through the possibilities. It was now just before noon, and we would kill most of the day waiting for the train. As an alternative, we rushed over to the Trailways station and found that a bus would be leaving for Dallas in 15 minutes.

It made about the same time as the train, roughly six hours in transit. But wait, there was an even better alternative: We could get off the bus at Denison, Texas, and ride the Texas Electric to Dallas. A capital idea! So we boarded the Trailways bus. As we entered Denison, we noted a TE interurban by the MKT station signed for Dallas. We were ecstatic!

The car was empty as we approached it, but a few minutes of waiting produced the TE motorman, complete with Texas boots and wearing the legendary Stetson hat as a part of his uniform, who accepted our fare to Dallas. We boarded the car and settled in a seat near the front door, so we could view the right-of-way as we proceeded south. Since this TE run left before the arrival of the MKT train for Dallas, a fair number of passengers boarded shortly after us. By the time we had arrived at McKinney, 33 miles south, we had a seated load. We sped south and noted a headlight coming toward us on the single track. The motorman said we would have a meet with car No. 360, which happened to be the afternoon R.P.O. run to Denison from Dallas. The meet was made, our motorman called the dispatcher at Dallas, and we proceeded. The Texas Electric was all we had hoped it would be: fast, clean, and on time. The car we were riding, No. 363, rode like a battleship, with little sway and the wonderful feel of a heavy electric car. Arrival in Dallas was on time.

We searched for a hotel while viewing the heavy traffic of Dallas Railway & Terminal streetcars. Dallas had recently received delivery of 25 double-end PCCs from Pullman Standard in June 1946, just a few weeks before our visit. We saw one of them in its proud crimson and cream paint scheme. The streets swarmed with nearly silent conventional trolleys in green and cream. There were even Birney cars with an "A" in their numbers to distinguish them from the PCCs, which were in the same number series. Dallas had experienced considerable growth during the war and was primarily trolley oriented. For that we were thankful!

We found a hotel, grabbed a quick dinner, and proceeded to ride the city cars until late evening. Of course we visited the Interurban Building and the Texas Electric terminal in Dallas, just to view the activity. Once, out at the far end of a city line, we saw a TE interurban with its blazing roof headlight on coming in from Denison. The light would have blinded motorists sharing the street with the large car, and the motorman quickly doused the road headlight, switching to the much dimmer dash light used on city streets.

We spent the remaining time in Dallas riding the city cars and hanging around the Interurban Building shooting cars arriving from Waco and Denison.

On Saturday, still a half day of work for most people, we rode the city car to Monroe, Texas, and spent a delightful time shooting the *Waco Limited* with second section green flags flying. The mid-day rush continued: locals to Lancaster and to Waxahachie and an all-stops Waco-bound car. People obviously relied on TE!

Pittsburg County Railway 82, 48, and 51 greet the new day of September 5, 1946, at McAlester, Oklahoma.

Top: The train yard behind the Interurban Building in Dallas, Texas, features a mixture of Trailways busses going to Fort Worth and Texas Electric interurbans, which provided service to Denison and to Waco. Incidentally, the building is still there.

Above: Little Dallas Railroad & Terminal 652 plows down its single track in the far suburbs of Dallas. The line was a candidate for bus operation, while heavier trolley lines went on for about 10 more years. Unlike most DR&T Birney cars, this one did not have an "A" directly after its number. Lower number Birneys were in the same number series as the red and crimson PCC's.

Since we were near the Monroe Shops (the principal TE repair facility), we walked over. Once we had introduced ourselves to Mr. H. G. Floyd, the general superintendent, he could not do enough to make us welcome. Cars and locomotives were moved at his command to the best places for photography. This concluded what could be termed a "stellar day." It was now nearing 4 p.m., and we had to return to downtown Dallas, as this was the last day of our southwestern tour.

Arriving at Union Station, we headed to the AT&SF ticket window to inquire about Chicago space. We found that the next train out left at 9:40 p.m. and would arrive in Dearborn Station about 24 hours later. That met our needs, as long as it carried reclining seat coaches, which it did. So we booked our return on train No. 16-12, the *Chicago Express*. Tired as we were from long days of photographing trains, we were asleep before the train got out of town. A testimony to total fatigue!

We had been in at the end of an age, insofar as trolley service was concerned. Most operations would either be abandoned totally or converted to diesel freight operations. It would be another 50 or so years until the trolley returned to Dallas, this time in a new form, which took the best of the TE and the DR&T and melded them into a space-age trolley. One can only hope that this last development is the beginning of a new trend in the Southwest.

Gordon E. Lloyd grew up in Chicago and has been active in rail photography since 1936. Primarily a traction fan, he has written numerous articles for most of the fan magazines and has authored two books: Insull's Chicago Interurbans and Illinois Terminal in Color for Morning Sun Books. He is currently working on Railroads of U.S. Steel for the same publisher. Now retired after working 33 years at U.S. Steel, Lloyd is the father of five children and lives in Lexington, Kentucky. ◇

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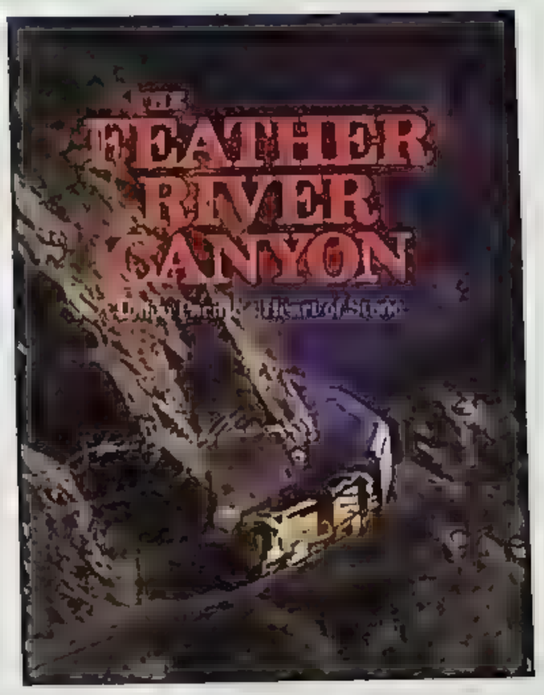

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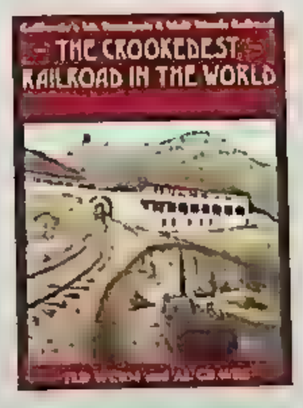

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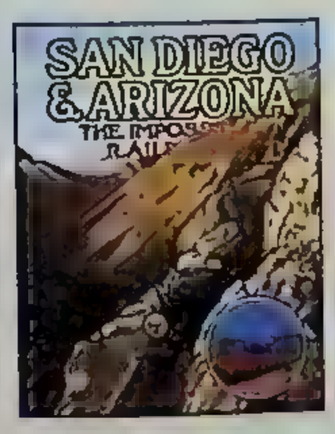

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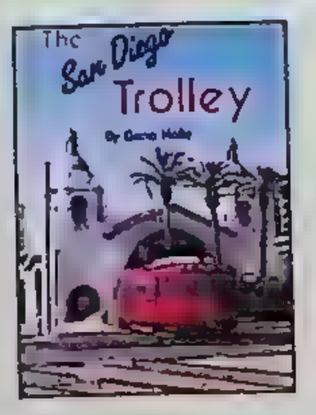

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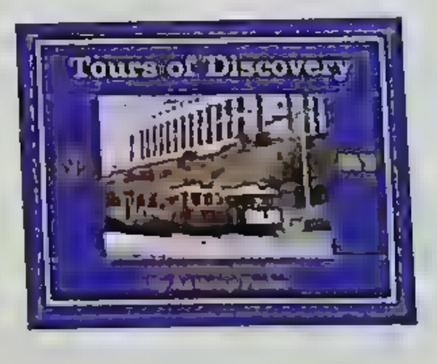

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HAROLD K. VOLLRATH COLLECTION

Super Pacifics

When galloping along at full tilt, it bore down upon you with a remarkable display of power and motion. Its Elesco feedwater heater tank was thrust boldly ahead of the smokebox, while the modified Wootten firebox, bulky and squared off, conveyed the impression of a large and formidable machine, but not one of attractive design. This Jersey Central 4-6-2 Pacific type of class G4s (later P52) might have been hauling the lengthy *Interstate Express* or *Scranton Flyer* or *Queen of the Valley*, or even the *Black Diamond* connection on Reading's Bethlehem Branch. Engines 810-814 were indeed formidable machines, considering their starting tractive force of 52,180 pounds without booster, a figure that very few other Pacifics in America could duplicate.

Having a mainline route of only 191 miles from Jersey City to Scranton and a total route mileage of but 710, why would such a small railroad need such powerful passenger power? The answer came with the difficult hauling requirements on the Pocono Mountain grades of the upper Lehigh River valley west of Jim Thorpe, Pennsylvania (formerly known as Mauch Chunk, which means 'sleeping bear'). Herein lay a climb of 35 miles at .9 percent through the twisting and ruggedly scenic canyon of the Lehigh. There was also that backbreaking eastbound climb of 1.9 percent over the so-called back track from Wilkes-Barre to Penobscot, and the 1.46 percent grade over Yatesville hill between Wilkes-Barre and Scranton. And by 1944 CNJ Pacifics began running straight through between Scranton and Philadelphia, a distance of 163 miles, where 1.2 percent grades were encountered on Reading's Bethlehem Branch.

While Jersey Central never had much passenger service in the far reaches of its upstate Pennsylvania mountain-climbing main line, such locomotive usage through that region was interesting. Once 4-4-0 American types became outmoded, early years of the 20th century saw husky 4-6-0 Ten-Wheelers and 4-8-0 Mastodon type Camelbacks fighting their way over the ascending gradients. Finally, during the period 1918-1923, two small groups of Pacifics were acquired from Baldwin in classes G1s and G2s, bearing Nos. 820-830. These engines were designed for both heavy work and speed, with 26" x 28" cylinders and 79-inch drivers, resulting in a tractive force of a healthy 42,768 pounds.

But by 1928 it was determined that even larger Pacifics were needed, and the road's motive power chief, George Rink, developed class G3s with a larger boiler and Elesco feedwater heater, but retaining the G2s' cylinder and driving wheel sizes and producing 46,841 pounds TF with a higher steam pressure of 230 pounds. While engines 831-835 came from Baldwin in a glamorous Nile green color scheme, three were soon repainted in a Packard blue, Royal blue, and cream scheme for the new *Blue Comet* trains between Jersey City and Atlantic City. Why such large and powerful engines were assigned to such an easygoing flatland route remains a mystery. Yet the 834 was assigned to the short-lived *Bullet* that began operation on November 7, 1929, and lasted only about 20 months on the Wilkes-Barre to Jersey City run. The *Bullet* became a victim of the economic depression and stiff competition from the paralleling Lehigh Valley, whose trains enjoyed the advantage of direct through service into New York's Penn Station.

With their large driving wheels, the class G3s locomotives apparently experienced difficulty coping with mountain grades west of Mauch Chunk, so a more powerful machine became desirable. Thus

was born the G4s super Pacific of 1930, Jersey Central's last new steam power. Employing a clever designing strategy, G4s engines 810-814 were duplicates of their preceding G3s class, with but three simple changes. Steam pressure was increased from 230 to 240 pounds, driving wheels were reduced in size from 79 to 74 inches, and riveted tenders were replaced with all-welded types carrying 13,500 gallons of water and 15 tons of coal. The engines were real heavyweights for Pacifics, weighing 333,830 pounds.

When delivered new from Baldwin, class G4s again came in the beautiful Nile green color. By 1935, though, the Reading had taken full control of CNJ and quickly decreed that all engines must be painted utilitarian black. This change spelled the end for CNJ's colorful Pacifics as both the Nile green and the Packard blue of the *Blue Comet* engines disappeared. Yet another dramatic change occurred on August 1, 1944, when CNJ emerged from receivership and assumed a striking new image with its Statue of Liberty logo, surrounded by the words "Jersey Central Lines." With this also came a new and boldly modernistic lettering style and a new locomotive classification system, whereby the three Pacific groups became P43, P47, and P52, the numbers standing for tractive forces in thousands of pounds. Along with these innovations came run-through operation of CNJ power on the two Philadelphia-Scranton and two Jersey City–Harrisburg trains. The Reading portions of such runs included the 56.6-mile Bethlehem Branch and 89.2 miles over the East Penn and Lebanon Valley branches west of Allentown.

It almost seemed as though the mighty P52 Pacifics had been designed especially to haul the 16- to-20-car consist of trains 301 and 306, the *Interstate Express*, with which they performed outstanding work. Although it carried a coach to Scranton and a through Pullman sleeper to Syracuse, this train's principal job was to transport mail and Railway Express to such Western New York cities as Binghamton, Syracuse, Utica, Elmira, and Buffalo (in connecting Lackawanna trains from Binghamton). The *Interstate*'s R.P.O. mail and numerous baggage cars were drawn from equipment of the Reading, Jersey Central, and Lackawanna. The P52 Pacific hauled the train from Philadelphia to Taylor Junction, Scranton, where the consist was turned over to Lackawanna for the final 60 miles to Binghamton.

Two P52 engines were assigned to this service on a rotating schedule of handling six trains and rolling up 765 miles every 45 hours. This routine included two Philly-Scranton round trips, plus a round trip from the Quaker City to Bethlehem.

The rotation began at 1:35 a.m., when a P52 departed Scranton hauling the *Interstate* on the 163-mile run to Philadelphia. Rather than spend a day of idleness in Philadelphia, the engine was dispatched on the *Black Diamond* connection to Bethlehem and return. This probably was a strange looking train on Reading rails, with a Jersey Central engine, a through Lehigh Valley Cornell red coach to Buffalo, and some Reading coaches. That night, at 11:45 p.m., the big P52 departed Reading Terminal with the westbound *Interstate* bound for Scranton.

Upon arrival in Scranton at 5:33 a.m., less than two hours were allowed for turning and servicing the big Pacific. Then at 7:20 a.m., it was off and running again with the *Philadelphia Flyer*, a much shorter train. By 10:45 that evening, it was back in Scranton with the *Scranton Flyer*, and the 45-hour rotation cycle was completed. However, with such a strenuous schedule, a third P52 was needed for standby protection, if and when mechanical problems developed on an in-service engine.

Another more leisurely assignment for a P52 Pacific was hauling the *Williamsporter* train that ran between Jersey City and that Pennsylvania town. But in this case, the Jersey Central power went only as far as Tamaqua, which was reached via CNJ's Nesquehoning Branch and some trackage rights over Lehigh & New England. Beyond Tamaqua, Reading trains 11 westbound and 14 eastbound handled a through coach and Pullman sleeper. *Williamsporter* service from and to Jersey City was inaugurated in 1930 and discontinued in 1945.

Finally, another place where a P52 could occasionally be found was in Jersey City to Harrisburg service, where it would haul the *Queen of the Valley* or *Harrisburg Special*. Its 74-inch drivers permitted speeds up to 75 mph, so it experienced no trouble in making the schedule in this territory. By 1948 Reading's new, home-built G3 Pacifics had replaced Jersey Central power on Harrisburg runs, and CNJ diesel road-switchers were eventually introduced into Scranton service. At the end of steam operations on July 1, 1954, Ten-Wheeler Camelbacks in commuter service had actually outlasted Jersey Central's fleet of 21 Pacifics. ◇

BRUCE G. SAYLOR

Facing Page: Central of New Jersey G4s 810, at Bethlehem, Pennsylvania, on September 17, 1939, boasted 52,180 pounds of starting tractive force without a booster.

Left: Super Pacific 813 muscles train No. 306, the *Interstate Express*, which is typically heavy with headend business, through 16th Street Junction in Philadelphia on June 15, 1950.

PHOTO ALBUM

Chicago GREAT WESTERN

PHOTOS BY MIKE NELSON

From the tower operator's perspective, westbound train 91 rolls through the interlocking plant at Portage, Illinois, on June 22, 1967. Great Western had less than a mile of trackage rights from Galena Junction to Portage over Chicago, Burlington & Quincy, and 13.8 miles of trackage rights over Illinois Central from Portage to Dubuque Junction on the east side of Dubuque, Iowa.

Known affectionately as the Corn Belt Route, the Chicago Great Western was a true fighter amongst the competitive granger roads. The unique company served six midwestern states and fought relentlessly with competitors for traffic in places like Chicago, Des Moines, Omaha, Kansas City, and Minneapolis/St. Paul. Once branded the "nation's longest riptrack" and the "Chicago Great Weedy," the road was a late entrant to every gateway it served, which prompted many to declare that it was redundant. In order to survive, CGW had to be innovative and lean, especially in the post–World War II era.

New energy and direction arrived in 1949 with the appointment of 33-year-old William N. Deramus III, the youngest-ever railroad president. Innovations during his reign included dieselization in 1949; the completion of numerous long overdue capital projects; the centralization of most railroad functions to Oelwein, Iowa; the introduction of CGW's "Lucky Strike" emblem in 1950; a station modernization program (undertaken despite severe

On May 31, 1968, SD40 403, with engineer Glenn Heitter at the throttle, leads train 192 through Split Rock just west of Durango, Iowa. Just one month after this image was made, CGW merged into the fold of the C&NW system and disappeared forever.

passenger service cuts—varnish disappeared from CGW entirely with the discontinuance of the Twin Cities–Omaha train in 1965); and, for employees, the launching of CGW SAFETY NEWS and company picnics in the mid-1950s. The CGW became famous for lengthy road freights—a component of the streamlining—that often exceeded 200 cars pulled by a circus of F units. The road fleet was supplemented by GP30s in 1963 and SD40s in 1966.

Deramus (who died in 1989) left CGW in 1957, went on to run Missouri-Kansas-Texas, and later led the railroad previously controlled by his father—Kansas City Southern. The image Deramus shaped for CGW during his tenure lived on.

While a handful of merger possibilities surfaced, including a failed attempt with Soo Line, the Chicago & North Western ultimately gained control of CGW from then-President Ed Reidy on July 1, 1968. Sadly, within two decades C&NW, which was interested mainly in the Great Western's "Diagonal" route to Kansas City, had reduced the Deramus road to one-tenth of its pre-merger size. Fortunately, the shops at Oelwein continued to be a vital maintenance facility for C&NW well into the 1980s.

Arguably the most scenic stretch of the system, the Eastern Division between Chicago and Oelwein was well maintained and boasted 115 lb. rail, ABS signaling, and 40-mph running. The 245.8-mile section between the Windy City and the Hub City was once the stomping grounds for mighty Texas type 2-10-4s (needed to fight stiff grades in the Mississippi River Valley) and, later, under-patronized passenger trains 7 and 8 (ceased in 1956). Nestled in the wilderness of Jo Daviess County, Illinois, under Rocky Hill, was the road's only tunnel.

After one year of construction, which claimed a life, the 2,493-foot-long Winston Tunnel opened in 1888 and was the longest bore in Illinois until the 1928 introduction of the 6,994-foot-long Tunnel No. 2 on Illinois Central's Edgewood Cutoff in southern Illinois. A drain on the company's finances from day one, it was rebuilt several times over its 80 years of CGW service. In fact, studies were conducted in 1951 and 1964 to determine the feasibility of enlarging and reinforcing the tunnel or avoiding it entirely by carving a brand-new alignment through the hilly countryside. The tunnel was the subject of scores of yarns, and some Great Westerners even believed that it was haunted. Unusual for this part of the Midwest, rattlesnakes inhabited the landscape here.

The Great Western was a family-oriented railroad. Bill Heitter was born into a CGW family and worked as a signal maintainer on the road during the 1950s. His father (pictured above and on page 61), grandfather, and great-grandfather were engineers, and his cousin James Rueber was a dispatcher. Bill remembers that the family was a proud and hard-working bunch.

Enjoy this presentation of the final years of CGW operations in the Mississippi River Valley through the lens of Mike Nelson.

Christian J. Goepel

Eastbound train 192 and its 144 cars bridge a ravine east of Rice, Illinois, on July 22, 1966, and will be fighting the 1 percent grade through Winston Tunnel for the next several minutes.

Above: On train 192, red FP7 116C stands out against the warm colors of fall as it blasts out of the east portal of Winston Tunnel on October 8, 1966.

Top Right: Seconds later, the byproduct of train 192's struggle up the 1 percent grade through the tunnel is discharged from the bore.

Bottom Right: After the caboose passes, one can see the crumbling state of the Winston Tunnel. Years of exposure to locomotive exhaust, freezing and thawing, and salt have taken their toll on the east portal.

Left: Train 192 gleams in the sun as it leaves Iowa behind by crossing the Mississippi River bridge on October 8, 1966. This lead unit, 116C, was one of two FP7s built by EMD for CGW in 1950. The only CGW Covered Wagon to survive, FP7 116A, is on display in Oelwein today.

Below: Engineer Glenn Heitter, at the throttle of a mammoth 175-car westbound train 91, and Agent Chuck Finch exchange pleasantries at Stockton, Illinois, on March 9, 1966. This tower housed Chicago District dispatchers until the Oelwein centralization of 1949 and was still standing at the time of the 1968 merger with C&NW.

Left: On a raw December 8, 1967, westbound train 91 blasts past the classic wooden depot at Dyersville, Iowa. This distinctive cream and maroon scheme adorned countless structures on the railroad.

Photo Album

Right: A Great Western meet on the IC at East Dubuque: As seen from the cab of F3A 114A on the head end of train 91 on May 28, 1966, GP30 206 commands 7,400 tons of train 192.

Below: As seen from the majestic bluffs overlooking the Mississippi River on June 22, 1967, Oelwein-Chicago train 192 skirts the Mississippi River on the Illinois Central just north of Portage, Illinois. Within minutes, the train will attain its home rails at Galena Junction.

Top: The white signal just to the left of the motorcar was in place at both ends of the Winston bore to provide an indication of oncoming trains for anyone who might be in the tunnel: The light at the east portal turned off when a westbound reached North Hanover; similarly, the light at the west end turned off when an eastbound reached Aiken. The signal also warned train crews of any obstructions. Abandoned by the time this image was made at the west portal on February 5, 1966, the fanhouse at right once provided much-needed ventilation to the tunnel during the steam era.

Left: Timmerman's Supper Club, a northwestern Illinois dining institution still in business today, looms high on a bluff over train 91 on IC trackage and parallel U.S. 20 south of East Dubuque on May 28, 1966. The arrival of F3As (like the 114A shown here) on the property between 1947 and 1949 contributed to the early retirement of steam on CGW in 1949. ◇

BIG POWER IN THE ROCKIES

By Robert A. Le Massena

The Denver & Rio Grande Western (D&RGW) inherited from its two corporate ancestors, Denver & Rio Grande and Rio Grande Western, the most difficult route through the Rocky Mountains between Denver and Salt Lake City. Also, it fell heir to a collection of antiquated engines, most of which should have been sold for scrap years ago. At the time of the consolidation of the two companies (1908), freight was hauled by some 1907-vintage 2-8-0s, while 1902-model 4-6-0s pulled passenger trains; this was a situation which would change very slowly, because the railroad's revenues were concentrated on the construction of the Western Pacific from Salt Lake City to Oakland, California.

Between Denver and Pueblo, Colorado, 119 miles, the tracks crossed the divide between the South Platte and Arkansas rivers on 1.4 percent grades in each direction. The next 262 miles followed the river to Tennessee Pass at 10,240 feet altitude, with long stretches of 1-1.5 percent grades. The 169 miles from Tennessee Pass to Grand Junction included 21 miles of 2.3-3.3 percent and 58 miles of 1.6 percent track. West of Grand Junction the route surmounted two watersheds between the Grand-Green rivers and the Green-Price rivers to reach Helper, Utah, 177 miles distant. Soldier Summit was flanked by a 2.4 percent gradient on the eastern side and 7 miles of 4 percent on the western side. The remainder of the line to Salt Lake City, 746 miles from Denver, encountered no more than 1.6 percent inclines.

The Rio Grande's steeply graded mainline profile required locomotives capable of great power, yet the railroad continued to purchase 2-8-0s until 1908 and 4-6-0s until 1909, both of which regularly were required to be double-headed. Eventually the tonnages of coal and copper ore, originating on branch lines in Utah, became so large that the railroad decided to buy eight 2-6+6-2s from American Locomotive Company in 1910 (which was also the year in which the Western Pacific was opened for through traffic). Numbered 1050-1057, these Mallet articulateds were rather light by current standards, probably because they were assigned to branches with light rail. Meanwhile, other western railroads had acquired substantial numbers of such engines for mainline service (Atchison, Topeka & Santa Fe; Chicago, Milwaukee, St. Paul & Pacific; Great Northern; Northern Pacific; Union Pacific; Southern Pacific).

The road-service 2-8-2 had been introduced in 1902, but it was not until 1912 that Rio Grande's management decided to purchase 14 such engines (Nos. 1200-1213). They came from Baldwin and went to work between Denver and Salida, Colorado. In 1913, Baldwin delivered six 4-6-2s, numbered 1001-1006, for premier passenger trains between Denver and Grand Junction, Colorado. The seven miles of 4 percent grade on Soldier Summit was replaced with 14 miles of 2 percent gradient, which eliminated the use of three and four locomotives on passenger and "fast" freight trains. The big event of 1913 was the arrival of 16 huge 2-8+8-2 Mallets. Bigger than all previous engines excepting those of the Virginian Railway, they represented a complete reversal of motive power philosophy. Built by American and numbered 1060-1075, they hauled freight trains over the most difficult segments of the main line: Salida–Glenwood Springs and Helper-Thistle in Utah.

No new locomotives were acquired during 1914-1915, but increased tonnage of Trinidad-region coal moving to Denver necessitated the purchase of ten 2-10-2s (Nos. 1250-1259) to haul the trains over the hill between Pueblo and Denver. Constructed by American, they were the largest two-cylinder locomotives on earth at the time. The boiler and firebox were larger than those of the 2-8+8-2s, and their weight was midway between those of the 2-6+6-2 and 2-8+8-2. One wonders how the Rio Grande's rundown track withstood the enormous axle loads of 70,000-72,000 pounds, 25 percent greater than that of the big Mallets.

The railroad limped through World War I without any infusion of new motive power, and in 1921 it was reorganized once again, this time as the Denver & Rio Grande Western. The new management lost little time in ordering 40 new locomotives from American, the first of which, 4-8-2s numbered 1501-1510, were delivered in 1922. With a boiler diameter equal to that of the 2-10-2s and a grate area the same as that of the big Mallets, they were the heaviest and largest 4-8-2s yet constructed. They were followed by 20 more in 1923 (Nos. 1511-1530), the first 10 of which were provided with trailing-truck boosters. These powerful locomotives handled freight trains between Denver and Grand Junction, and the 2-10-2s were transferred to the Soldier Summit hill in Utah. Accompanying the 4-8-2s were 10 (Nos. 3500-3509) USRA-design compound 2-8+8-2s, which were erected in American's works in Richmond, Virginia. They, too, were assigned to coal trains in Utah and, like the 2-10-2s, were rarely used in Colorado.

During 1925 the D&RGW improved its track between Pueblo and Glenwood Springs and rebuilt segments between Salida and Tennessee Pass to eliminate restrictive curvature. This project was completed just prior to the arrival of 10 massive three-cylinder 4-8-2s in 1926 for passenger service between Denver and Grand Junction. Although they were built by Baldwin, which had no experience with such locomotives, it appears that they had been designed for production by American, which had been promoting the three-cylinder concept. Weighing 419,000 pounds, they were the heaviest 4-8-2s thus far, and their driving axle loads were a track-crushing 73,000 pounds. They were the first Rio Grande engines equipped with feedwater heaters (five Elesco, five Worthington), and the middle cylinder's valve was moved by the unusual application of a second Walschaerts mechanism on the engine's right side. These locomotives superseded 4-6-0s and 4-6-2s on passenger trains between Denver and Salt Lake City but were displaced by 4-8-4s with larger drivers after only three years of service.

Train No. 1, in the charge of 4-8-4 Northern 1800, pauses briefly in Colorado's Royal Gorge in July 1946 so passengers can view the "Grand Canyon of the Arkansas" up close.

JOHN BRIGGS

TWO PHOTOS: RICHARD KINDIG

D&RGW 3702, a 4-6-6-4, attacks Soldier Summit near Kyune, Utah, with a 47-car westbound freight on June 8, 1947 (top). Though 2-8+8-2s 3402 and 3509 shove on the rear, the train is down on its knees, moving at about 10 mph (above). The 3702's 69-inch drivers are turning at around 50 RPM—not the optimal speed for maximum tractive effort.

Thereafter, they hauled freight trains between Grand Junction and Helper, Utah.

The D&RGW was the link between the Missouri Pacific (St. Louis–Pueblo) and the Western Pacific (Salt Lake City–Oakland), and the increasing tonnage of bridge traffic was causing the Rio Grande to double-head its 4-8-2s between Pueblo and Glenwood Springs. This situation was remedied in 1927, when American delivered 10 of the heaviest and most-powerful 2-8+8-2s ever erected. Numbered 3600-3609, they weighed 649,000 pounds each; and with a maximum boiler diameter of 110 inches and 63-inch drivers, they could exert a drawbar-pull almost twice that of the 4-8-2s. These monstrous machines had higher steam pressure (240 vs. 220 psi) and a larger grate area (137 vs. 80 sq.ft.), and each was capable of replacing a pair of the 4-8-2s.

The three-cylinder 4-8-2s used in passenger service were major causes of track deterioration; hence, a lighter, though faster, engine was considered to replace them. The remedy came in 1929: 14 Baldwin-built 4-8-4s, which were dimensional duplicates of those constructed by American at the same time for the Lackawanna. Visible differences were the Elesco feedwater heater and two cross-compound air compressors. The first 10 engines had fabricated slab-type frames, but the last four incorporated integrally cast beds, like those of the DL&W and Santa Fe 4-8-4s. Compared to the 1600-series 4-8-2s, the 1700-1713 had larger drivers (70 vs. 67 inches), less weight on the driving axles (252,000 vs. 291,000 pounds), but higher steam pressure (240 vs. 210 psi). These excellent engines replaced twenty 4-8-2s on passenger trains, releasing them for slower-speed freight trains on the main line between Denver and Helper. It is interesting to note that at the end of the steam era (1956), the D&RGW was using these engines in freight and secondary passenger service. The Lackawanna (1953) did just the opposite, using its 4-8-4s on mainline passenger trains and as helpers.

The gigantic single-expansion articulateds were so successful in reducing costs and increasing train speeds and tonnage that the railroad purchased 10 more from American in 1930, even though traffic was diminishing. All 20 of these locomotives had been built with limited cutoff, a feature which was removed later, thereby increasing their tractive effort from 125/127,000 to 131/132,000 pounds. Ironically, these locomotives were destroying Rio Grande's track; then, as the track was strengthened, train speeds increased, and the forward engines began to shake themselves to pieces. Consequently, their fabricated frames and cylinders were replaced by an integrally cast machinery bed, which eliminated the problem.

The 38-mile Dotsero Cutoff along the Colorado River between the D&RGW east of Glenwood Springs and the Denver & Salt Lake railway at Orestod/Bond (130 miles west of Denver) cut 175 miles off of the Denver–Salt Lake City route. Using trackage rights over the D&SL, the Rio Grande was able to compete for Burlington and Rock Island freight traffic moving to and from the West Coast. Unfortunately, the D&SL was using small Mallets, which had an axle load of only 55,000 pounds, and the D&RGW was obliged to utilize its oldest 2-8+8-2s for two years until the track and structures could be strengthened to accommodate the much heavier 3600s.

Plagued by declining revenues, disintegrating track, and ruinous debts, the D&RGW sought relief in a trusteeship in 1935, and the two (local) trustees began to rebuild the stricken railroad. New motive power, five 4-8-4s for the *Scenic Limited* and ten 4-6+6-4s

PHIL RONFER, WALTER HAVIGHURST SPECIAL COLLECTIONS, MIAMI UNIVERSITY LIBRARY, OXFORD, OHIO

Left: D&RGW 1800, stopped for servicing at Minturn, Colorado, on September 5, 1949, was the first of an order for five huge 4-8-4s built by Baldwin for the Rio Grande in 1937.

Below: Working the yard at Pueblo, Colorado, on a snowy November 20, 1956, day is Consolidation 1138.

STAN KISTLER

TWO PHOTOS: RICHARD KINDIG

Top: At Yale, Colorado, 42-car train No. 61 is in the capable hands of 2-8+8-2 3612 on May 31, 1941.

Above: Mountain-type 4-8-2 1516 helps 4-8-4 Northern 1712 up Tennessee Pass east of Mintum, Colorado, with 3rd No. 2, an American Legion train en route from Los Angeles to New York on September 25, 1938.

Facing Page Above: Hardworking 2-8+8-2 3613 and 4-8-2 1503 put on a spectacular show at Mitchell, Colorado, climbing the 3 percent grade at 10 mph on the northern flank of Tennessee Pass. Another 3600 works as mid-train helper, and one more is coupled just ahead of the caboose.

Facing Page Below: Running extra, D&RGW 2-8+8-2 3615 and 4-8-2 1526 power an eastward Civilian Conservation Corps special, climbing the 3 percent grade on Tennessee Pass near Mitchell, Colorado, on March 24, 1940. The Mallet and the Mountain are making 25 mph with the 15 cars.

for freight service in Utah, were purchased from Baldwin during 1937 and 1938. These gigantic 4-8-4s, cosmetic copies of those being built for the Milwaukee Road, were among the biggest and most powerful of that wheel arrangement. Though they weighed only 10 percent more than the 1700s, the 1800-1804 could produce 10 percent more drawbar horsepower. Intended for freight service between Grand Junction and Salt Lake City, Challengers 3700-3709 replaced the much slower 4-8-2s. Weighing 642,000 pounds with a 75,000-pound axle load, these roller-bearing equipped powerplants could exert a 115,000-pound drawbar pull, and they were barely surpassed by the Northern Pacific's monsters built by American in 1941.

Passenger service over the Moffat Tunnel route between Chicago (CB&Q to Denver) and Oakland (WP from Salt Lake City) was inaugurated in 1939. The trains were so heavy that two 2-8-2s were needed on the 2 percent gradients, but their small, 63-inch drivers were unable to maintain speed elsewhere. Before long, the 1700s with 70-inch drivers were being used, then 1800s with 73-inch drivers were required, and often these bigger engines were double-headed, particularly during the summer vacation season.

Were it not for the escalating war in Europe, the Rio Grande would have acquired its last steam locomotives in 1938, but the increasing volume of freight traffic caused the addition of five more Baldwin 4-6+6-4s. Though dimensionally the same as the earlier engines, the 3710-3714 differed in such details as feedwater heater, driver centers, power reverse mechanism, and air coolers. Also, they were the last new steam power, all subsequent locomotives being leased or acquired secondhand. The first of the latter were two 2-6+6-2s, numbered 3350-3351, purchased from the Norfolk & Western in 1942 for coal mine branches in Utah. These resembled the D&RGW's own engines, though somewhat heavier. In 1943 the N&W sold eight World War I–era 2-8+8-2s for helper duties. They were so close to the 3500s in tractive effort and axle loads that they were given numbers 3550-3557. Six more new 4-6+6-4s, bearing numbers 3800-3805, came from American, but they were leased from the War Production Board. They had been

constructed as part of a Union Pacific order and were somewhat smaller and lighter than the Baldwin locomotives; thus, they worked in freight service between Grand Junction and Helper, where the gradients were moderate.

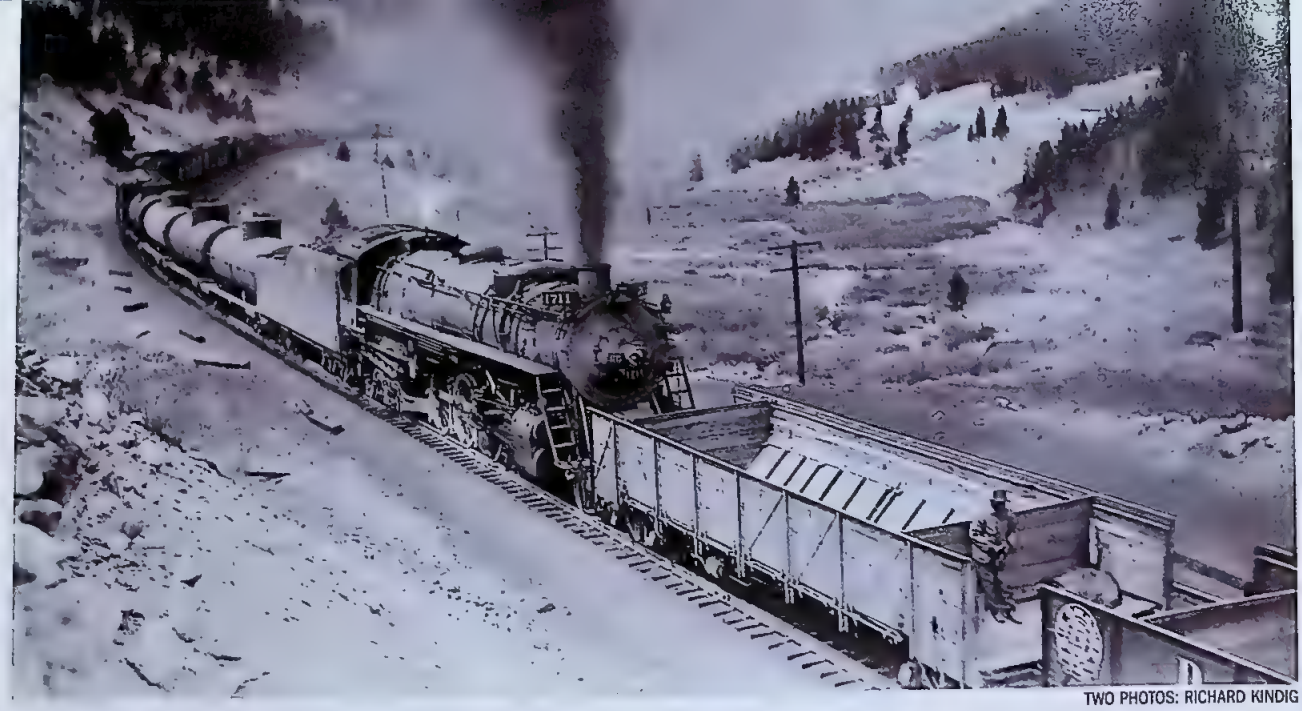
Because the D&RGW had acquired its first road-service diesel-electric units during 1942-1944, it did not add any more in 1945; however, there was a need for steam power to be used as helpers. The N&W supplied seven more 2-8+8-2 Mallets (Nos. 3558-3564) and four ponderous 4-8-2s numbered 1550-1553. Constructed by N&W, these locomotives possessed the boiler/firebox of the 1600s and the propulsion machinery of the 1500s. Some of the articulateds were provided with auxiliary water cars to avoid the need to stop for water on the long grade between Denver and the Moffat Tunnel. Scattered over the main line, they assisted passenger and troop trains, as well as all kinds of freight trains ascending the most difficult stretches of track.

The conversion to internal-combustion motive power continued through 1946, and no further additions to the steam power roster were contemplated; but in 1947, when the railroad's reorganization and reconstruction was completed, 37 more engines were inherited as a consequence of the merger of the Denver & Salt Lake Railway. Included were two 4-6-0s, nine 2-8-0s, ten 2-8-2s, and sixteen small 2-6+6-0 Mallets. They had smaller drivers than the Rio Grande's own 2-6+6-2s, and they were somewhat heavier, with a correspondingly greater tractive effort.

At this particular moment the D&RGW possessed an impressive stable of powerful Iron Horses, especially for a railroad of its size.

ROBERT A. LE MASSENA, HAROLD K. VOLLRATH COLLECTION

RICHARD KINDIG



TWO PHOTOS: RICHARD KINDIG

Top: Baldwin 4-8-4 Northern 1711 toils away, assisting an eastbound freight up Tennessee Pass near Mitchell, Colorado, on May 16, 1937. No. 1510, a 4-8-2, is up front, while 2-8+8-2 3613 shoves at the rear.

Above: Rio Grande 2-8+8-2 3408 ushers its 44-car train, 2nd No. 74, downgrade at Arena, Colorado, on November 16, 1941.

Of the 180 engines total, 107 were articulateds of five varieties: sixteen 2-6+6-0s, nine 2-6+6-2s, twenty-one 4-6+6-4s, forty-one compound 2-8+8-2s, and twenty single-expansion 2-8+8-2s. The other group was composed of forty-four 4-8-2s, nineteen 4-8-4s, and ten 2-10-2s. A decade later all of them had vanished from Rio Grande's rails. First to go were the leased 3800s in 1947, followed by the three-cylinder 4-8-2s in 1949. By the end of 1951, the 2-6+6-0s and all of the compound 2-8+8-2s were gone, and in the following year the 2-6+6-2s departed. None of the 1800-series survived beyond 1954, and in 1955 the last of the 4-8-2s and 2-10-2s had been retired. Only a few of the smaller 4-8-4s, a couple of 4-6+6-4s, and a few of the 3600s survived into 1956, the 3609, 3612, and 3619 working as helpers on the western side of the Moffat Tunnel until October. They were survived by the last new 2-8-0, No. 1151 (1908), whose last trip between Alamosa and South Fork was the final episode of the standard gauge steam era on the D&RGW.

Notes

When the 15 oldest 2-8+8-2s were overhauled in the late 1930s, their slide-valve cylinders were replaced with those with piston-valves. Also, six of them were given completely new boilers and fireboxes, which altered their appearance.

Because the D&RGW's profile had extremely long and steep grades, all steam locomotives were equipped with the LeChatelier water brake (see VINTAGE RAILS 2), which enabled trains to descend those grades with minimal application of the air brakes. The Rio Grande was the only major railroad to utilize this simple and effective device to such a great extent.

Bob LeMassena grew up in northern New Jersey and graduated from Stevens Institute of Technology in Hoboken. After a 26-year career as a mechanical engineer, he began to write books and articles about steam locomotives and Colorado's railroads, completing 15 since 1962. LeMassena moved to Denver in 1948, where he lives with his wife, Betty, who shares his interest in railroad photography. This is his fifth feature for VINTAGE RAILS.

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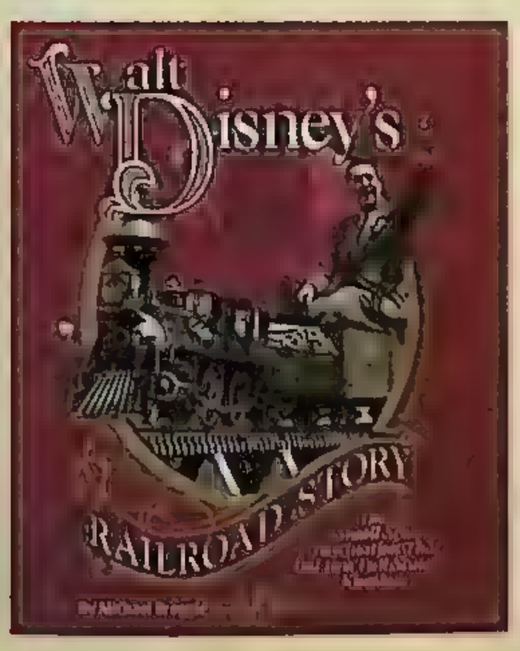

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By Michael Broggie

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ALL IMAGES: MICHAEL ZEGA COLLECTION

Herbert Morton Stoops:

Portraying NEW YORK CENTRAL'S Prosperity

By Michael Zega

Herbert Morton Stoops, a prominent illustrator and painter of the first half of the 20th century, primarily depicted scenes of the First World War and America's western frontier. Less known is the fact that he also created the imagery that came to define New York Central's hugely successful advertising campaign of the 1920s.

Born in Idaho in 1887, Stoops was a westerner through and through. In 1898 his father purchased a ranch near Logan, Idaho, roughly 60 miles from Yellowstone Park. There he grew up handling horses and cattle, reveling in the wide-open atmosphere of the "Old West." Like many contemporaries, he was fascinated with Indians; he later drew on his early memories and sketches to become one of the foremost illustrators of western action stories.

After graduating from Utah State College, Stoops went to work as a newspaper sketch artist for the San Francisco Call. In 1910 he made the acquaintance of Maynard Dixon, whose enthusiasm for painting western subjects greatly influenced young Stoops. Feeling a need for more training, he subsequently went east to study at the Art Institute of Chicago while supporting himself by drawing for the Tribune. It was in Chicago that he began to make a name as a magazine illustrator and an authority on western frontier life. Physically imposing, outgoing, and personable, Stoops was soon known about town for his welcoming, breathtaking bear hugs.

Stoops' service in World War I made him an expert on military uniforms, equipment, and scenes. While in training at Fort Sheridan, he had created a series of patriotic posters; as a first lieutenant in the 6th Field Artillery of the 1st Division, he was cited for bravery. After the war Stoops moved to New York City to begin a career as a freelance artist-illustrator. Ironically, his first big commission, from the Jell-O Company, drew from the war. The series of pen and ink sketches "showed fragments of the soldiers' daily life," Stoops wrote. "Scenes of the 'Chow' line predominate[d]. Food was really a predominating thought."

By 1920, when his drawing of the speeding *20th Century Limited* first appeared in Central's advertising, the world was focused on economic recovery. Based on William Harnden Foster's 1917 painting *The Greatest Train in the World*, Stoops' image symbolized Central's proud return as an independently operated entity after two years of Federal control. Subsequently paired with the headline "*The Century*—the world's most famous train," his charging icon dominated the road's newspaper ads for the next two years. Periodically revised to display the train's most recent equipment, the icon continued as the *Century*'s hallmark through the 1950s.

Throughout the decade Stoops illustrated Central's newspaper ads, focusing on the interplay of man and machine. He drew well-rested businessmen, enginemen oiling their panting locomotives, train crews conferring below a locomotive cab. Typically the copy sold Central's service and attention to detail: "The men who operate the *Century* take a personal pride in the *perfection* of its service," claimed one ad. Central and its ad agency, Lord & Thomas and Logan, frequently entered his work in the prestigious Art Directors Club annual competition. It often appeared over the name Raymond G. Sisley, a pseudonym with which Stoops signed his newspaper drawings.

When, in response to press criticism of the staid, dull character of American railroad advertising, the Central began a poster

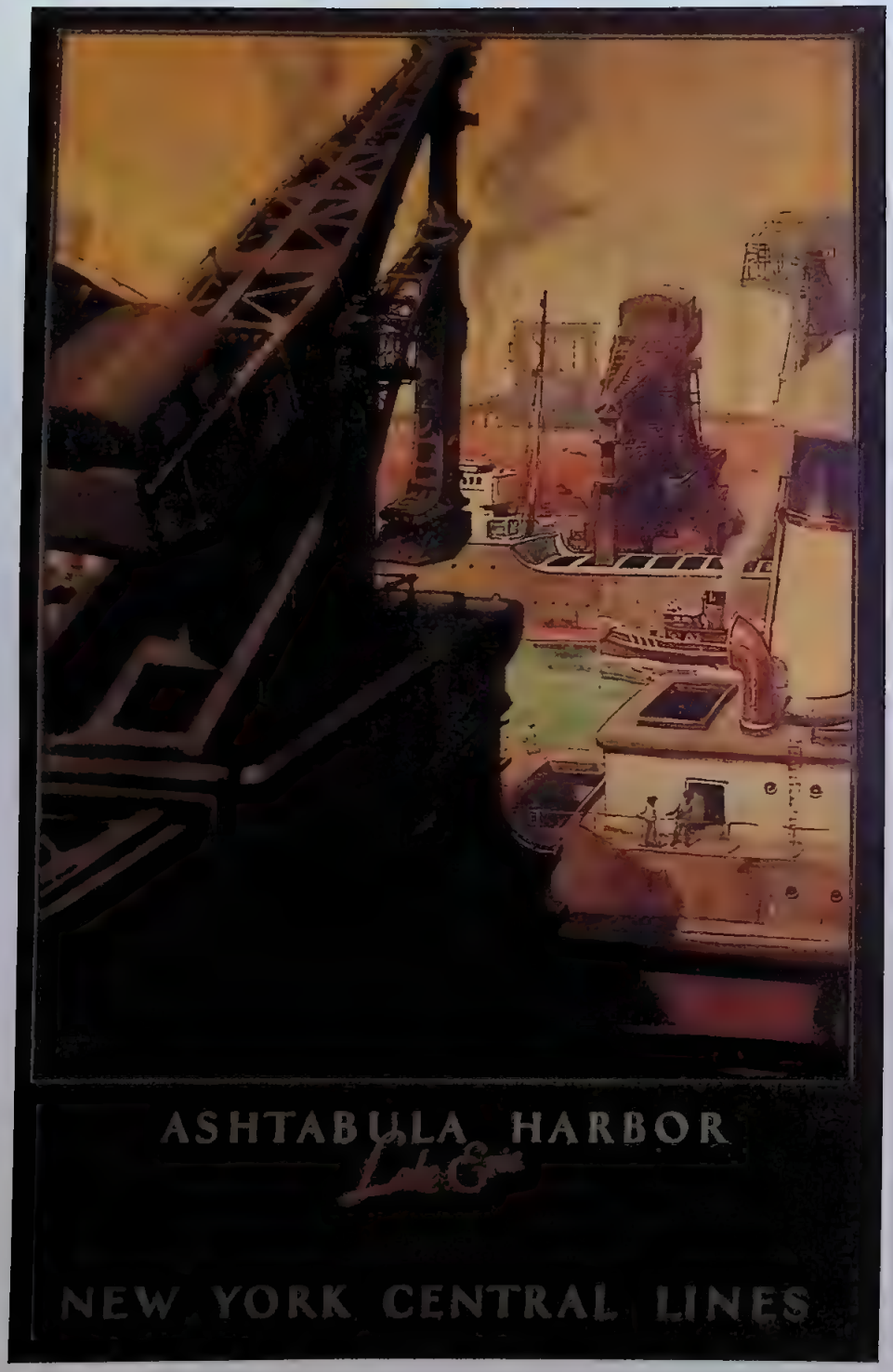
RAYMOND G. SISLEY—Twentieth Century
Loaned by New York Central Railway Co.
Exhibited by Lord & Thomas and Logan

{ 101 }

Facing Page: Stoop's 1926 *Castleton Cut-Off* was first of series. It harkened to Danish and Swiss posters.

Above: Stoops often set men next to locomotives for dramatic contrast; this 1926 *Century* ad sold reliability and boosted morale.

campaign in 1926, Stoops was the first artist commissioned. For the first poster of the series, Stoops depicted the massive new Alfred Smith Memorial Bridge across the Hudson, "Castleton Cut-Off, for greater public service." He caught the soaring structure from a water-level perspective, concentrating on its concrete piers and showing only a hint of a locomotive. Next, he painted the giant ore docks at Ashtabula Harbor on Lake Erie, "where trainloads of Appalachian coal are exchanged for cargoes of northern iron ore." Both posters showed a powerful command of the drama and action that typified their best European counterparts. Done in oils, their bold brush strokes, rich palette, and dramatic composition celebrated Central's contribution to America's industrial might. "[The posters] give New York Central an enviable position," wrote PRINTERS' INK; "[they] compare very favorably with the best being used by European railways." Many more such posters followed, notably by Walter Greene, Earl Horter, and Leslie Ragan.



Ashtabula Harbor sold Central's industrial traffic base. Subsequent posters featured more traditional scenery.

Charging *Century* ad ran throughout 1922, but copy changed weekly.

During the 1930s Stoops divided his time between an old house at 42 Barrow Street in New York's Greenwich Village and another on Mason's Island near Mystic, Connecticut. He concentrated on western subjects, illustrating Frank Linderman's AMERICAN—THE LIFE STORY OF A GREAT INDIAN, Luther Standing Bear's STORIES OF THE SIOUX, and a new edition of Helen Hunt Jackson's famous work RAMONA. In 1940 he was awarded the Isador medal at the National Academy of Design for his painting *Anno Domini, 1940*, a grimly realistic depiction of a European refugee family. At the time of his death, May 19, 1948, he was working on a series of monthly covers for BLUE BOOK magazine based on an episode in history of a particular state. Begun in 1935, 17 of these had appeared. Stoops was a longtime member of the Salmagundi Club and the Society of Illustrators.

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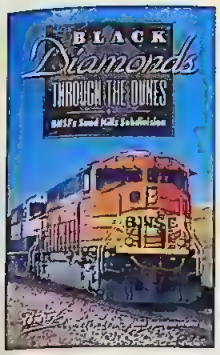

Black Diamonds Through The Dunes

BNSF's Sand Hills Subdivision

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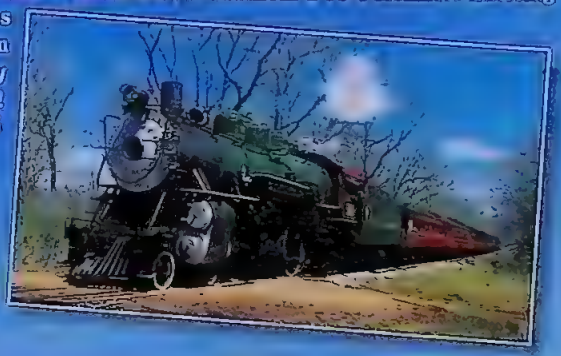

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History of the Lionel Scale Hudson

By Richard E. Walters

Prewar Years

In 1937 the Lionel 700E made its debut. It was created, some believe, by pressure to offer the scale community a mass-produced, low cost alternative to a precision hand-built brass locomotive and tender, and it immediately captivated both tinplate and NMRA hobbyists. Little did anyone realize that the 700E would become a benchmark by which all model electric trains would be measured for decades to come.

A small selection of other "scale"-size locomotives had been built by Lionel a few years earlier, notably the 752E UP *M-10000* in 1934 and the 250E *Hiawatha* Atlantic in 1935. To be sure, these were constructed to NMRA 45:1 proportions, but they lacked much of the "added-on" detail enjoyed by scale enthusiasts, and their appearance was also somewhat more toy-like. The 48:1 scale 700E satisfied a great deal of the demand at that time, especially for what was the pinnacle of American railroading: the New York Central System's *20th Century Limited* J-1 Hudson.

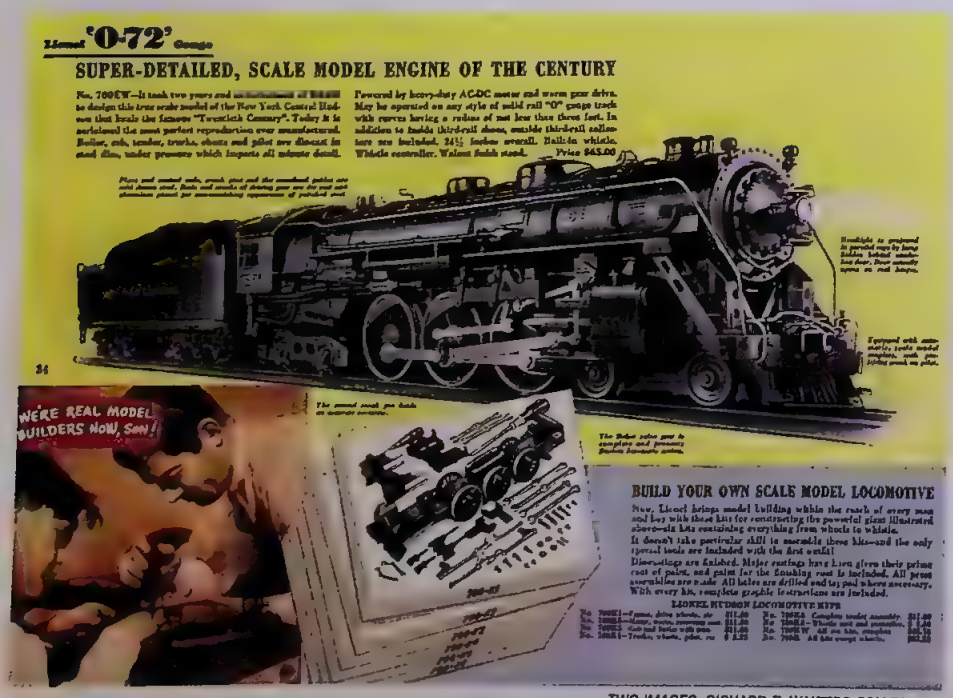
Measuring over 24 ½" in length and weighing over 15 pounds, the 700E and its tender were indeed a formidable combination. High-definition die cast metal, open-spoked driver wheels, and loads of added-on super detailing represented quite a departure from earlier endeavors. It carried beautiful complex linkage and Baker valve gear, accentuated by intricate detail. The tender had a whistle, scale trucks with Timken bearings, and 1,600 rivets. If you powered your train on an *outside* third rail, an add-on pickup shoe was included with each 700E. To wrap up each unit, a nice 072 T-rail display board with a brass nameplate was included. Quite a piece!

Considering the "enormous" investment of $75 in the fully assembled scale 700E (remember, this was in the late 1930s, with many in our nation still out of work), Lionel began offering the various components of the J-1E in kit form as the 700K. This was offered in six separate kits, all of which totaled $64.50. You could assemble the complete package, and do so as your budget allowed.

There are only a few variations of both the 700E and 700K. The original models were a true scale endeavor, and carrying this to the logical conclusion, the drive wheels on the engine were all flanged for use with T-rail track. Some of the original engines were found to have "blind" center drivers and wheel flanges adaptable to tubular track (the latter fairly prevalent on the later 763E).

To better market this magnificent locomotive to the masses, Lionel also offered a less costly, but no less formidable version of the 700E during the 1937-1942 production run, namely the 763E. The castings were basically unchanged, but the boiler and frame lacked much of the added detail, and shorter "tinplate" coal or oil tenders were offered. This Hudson *did* have many variations: Tender type, paint color, coupler variety, and markings varied. The engine did not have an operating coupler on the pilot. The boiler front had no 5344 number board and no grab iron railing. The Baker valve gear, lubricator, and over 90 percent of the 700E frame, boiler, and boiler front details were gone. The added-on piping on the boiler was missing, and the drive wheels were not only spoked, but also flanged for tubular track, and the center drivers were blind.

When Lionel introduced the automatic box coupler in 1938, tender designations and markings were changed. By the end of 1942, production ceased, and the prewar Hudson era was over.



TWO IMAGES: RICHARD E. WALTERS COLLECTION

The 1940 Lionel catalog offers the highly detailed, ready-to-run 700EW Hudson, as well as the 700K, which comes as a six-piece kit.

The Postwar Era

Following World War II, the American economy was besieging industry to provide its citizens things that were denied them the previous four years: consumer goods! Lionel had done very well during

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Ask your dealer for a copy of the 16-page Lionel Scale Model Hudson Locomotive booklet, or send 10c to Lionel to cover the cost of postage and handling and a copy will be mailed to you.

Lionel proudly boasts about its new offering, "America's first authentic scale model" Hudson in its 1937 catalog.

the war, and it was now prepared to utilize many of the advances in mechanical devices it had developed to dive back into the production of toy trains.

A number 703 Hudson was originally planned to be offered in 1946, but there were problems obtaining proper materials. The wait was finally over in 1950, though, when the 773 hit the shelves. This scale-size J-1E Hudson was made available in time for Lionel's 50th Anniversary!

This unit was actually different from the 763E. Some of the non-cast boiler piping detail was actually *added* to the 1950 *casting*. Also changed were the grab iron supports for the boiler, steam chest, front and rear trailing truck, and frame. (This frame change was necessary to better fit a new motor design.)

The tender drawbar had been changed, and there was also a smoke unit added to the 773. The driver wheels went from spoked to solid, for use with tube-type track. Changes were also made to the valve gear design, and the tender was updated to a 8 ⅝" long unit with 12-wheel trucks and was stamped "Lionel Lines."

Since the production run of the 1950 scale-size Hudson lasted only one year and the production was not really large, no specific design changes came forth.

The next time that the semi-scale Hudson was issued were the years 1964-1966. The locomotive was brought back possibly as one attempt to renew interest in Lionel's toy train line, and to recapture a market share lost to TV watching as the "toy of choice." This version still utilized the same cast mold. The cab number was now white and was larger and of a different style than had been used in 1950. There were also less subtle changes. In 1964 the tender was a 2046W "water scoop" variety, with eight-wheel trucks and Pennsylvania lettering (a road name that would never have been coupled with the J-1E, a distinct New York Central number). By 1965 the name on the tender was changed to New York Central.

The Modern Versions

When the Lionel Corporation unloaded its declining train business to MPC in 1970, little thought was given to anything more than producing a few trains to fill out General Mills' toy line. In 1974 MPC was spun off into what became Lionel of Fundimensions, and sales actually began to increase. One of the reasons for the increase was that the "baby boomers" had incomes and could now purchase what they had not been able to afford as children. The 1970s progressed, and these people began asking for more detailed offerings, including a scale-size Hudson. The company was not in a position to offer such an item, primarily because the skills to produce such an engine were not available. (Also, it was uncertain what the profit could be made on the collector market!)

Many of the parts needed to produce this first of the "Modern Era" scale proportioned 783 Hudson in 1984 had to be outsourced. Certainly a lot of in-house capability had been lost during the preceding 15 years, and some re-engineering also needed to be done on tired tools and dies. Along the way some new ideas were added as well. The 783 boasted semi-scale detail and the addition of two plastic tubes running from the smoke unit to the vicinity of the steam chest. This unique arrangement allowed the appearance of "steam" exiting from just behind the front trucks. Also changed was the whistle in the tender, from the prewar/postwar air horn to a solid-state device employing printed circuitry. The "Mighty Sound of Steam," as it was advertised, utilized integrated circuits to store and discharge electrical energy to mimic the burst of steam discharge from the pistons. Though antiquated by current standards, for its time it was state-of-the-art. The 784 and 785 Hudsons followed in relatively rapid succession, each bearing a distinctive color and markings.

In 1990 Lionel Trains Inc. announced what collectors had wanted for years: The remanufacture of a truly *scale* Hudson! This beautiful masterpiece was produced using new engine tooling and is numbered 5340. It was the first Hudson to use RailSounds, which is an array of three different digitized sounds, including whistle, chuff, and bell, all controlled from the transformer. The package came together on spoked drivers and was truly mesmerizing!

Behold—The Horizon!

The future does not appear to hold the "same old stuff." The Lionel Corporation LLC promises new scale highly detailed Hudsons, complete with RailSounds and Trainmaster Command Control. This electronics package permits control of all train-related sound and movements anywhere on a layout. These pieces will undoubtedly be the finest Hudsons built to date. Beyond this, it is anyone's guess, but judging from the evolving state of miniature electronics and the current (and probable future) demand for high-quality scale type pieces, we may have not seen nothin' yet!

Guest columnist Walters, from Tacoma, Washington, is a Lionel collector and vice president of Train Collectors Association–Pacific Northwest Division.

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Railroad Fiction

Classic Railroad Stories

Selected by James D. Porterfield

How timeless is this? An aggressive young executive makes a mark where others can't in one industry, and is asked to take over a struggling entity in another industry. His impact riles his new employer's management team and his competitors as he shakes things up with the new ideas he brought with him. His vision, persistence, and hands-on style of management, though, win converts among employees and customers. This makes him enemies in powerful circles. Finally, there is a showdown. Winners and losers emerge from the dust. Only one is left standing.

The author of this cautionary tale, William Edward Hayes, was born in Muncie, Indiana, on January 27, 1897. He went to work for the railroad as a clerk at the age of 15 and continued in service for nine years. His work put him with the Big Four, the Northern Pacific, and the Chicago, Rock Island, & Pacific behind the desk as a telegrapher, yard clerk, train dispatcher, and yardmaster; and on trains as a fireman and a brakeman.

In 1921 Hayes married. Soon thereafter, in 1922, he left railroading to work for the New York Evening Journal as a news writer, reporter, copy reader, and drama critic. In 1929, when Railroad Magazine reemerged from Argosy (into which it had been merged in 1919), it was Hayes, as editor, who defined the revived periodical. In 1931 he retired for the first time to devote undivided attention to his writing, and over the next 11 years he produced more than 250 short stories, novelettes, articles, and books. During this period he penned 18 stories about railroading, of which 12 appeared in Railroad Magazine, five in The Saturday Evening Post, and one in Colliers. He also had two stories set in the trucking industry published in The Saturday Evening Post. In 1942 he went back to work for the Rock Island Lines. His devotion to this railroad resulted in his writing Iron Road to Empire: The History of 100 Years of the Progress and Achievements of the Rock Island Lines, published by Simmons-Boardman in 1953.

In this issue's story, Hayes takes us into the executive suite of a trunk line, where we join J. Elliot and John T. Brush, uncle and nephew, as they struggle to offset the effects of the Great Depression on their railroad. This struggle draws the not-always-friendly attention of their coworkers, competitors, customers, and regulators. The story that unfolds reads like a mystery. But who is the antagonist? Is it the truckers, grabbing business with low rates and less-than-carload policies? The Interstate Commerce Commission, with what might be an anti-railroad bias and what certainly is a stifling beaurcracy? The Brush's competitor railroads, sore that John T. Brush broke a gentlemen's agreement not to compete and showed them up in the marketplace? The customers, always playing one side against the other to produce short-term benefits favorable to themselves but ruinous to others? Or John T. himself, one of those assertive, self-assured managers whose mind and manner both excite and infuriates? Just who set the "Automatic Block"?

Jim Porterfield would welcome hearing from anyone with additional information about William Edward Hayes and offers a bibliography of the railroad fiction of Hayes. Send a pre-addressed, stamped envelope to him at 763 Cricklewood Drive; State College, PA 16803.

Automatic Block

By William Edward Hayes

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I

Mr. John Tobias Brush, of the chain-bakery Brushes, was sitting dead center on that hyperbolical spot so often referred to, vulgarly, as the top of the world. Figuratively and literally, he was sitting pretty in the rich walnut surroundings of his executive chamber and, for a man who had achieved the ultimate in both riches and success, his behavior was, to say the least, decidedly peculiar.

It was on the morning of his forty-eighth birthday. A pale finger of wintry sunlight, slanting through his east window, laid an oblong pattern on the deep wine rug at his feet, caught and tinted the blue-gray, spiraling gauze of smoke from his cigar. He had just finished his perusal of Form B-7, which was the daily check-up on his commercial and financial affairs—a balance sheet, over the signature of his general manager, that would have made any one of a hundred thousand other American executives leap with joy and tell all who cared to listen how the depression had been teetotally licked.

Mr. Brush looked at the figures with a sour twist to his lips, a slight wrinkling at the sides of his generous nose and dully contemplative eyes. A square-fingered hand swept Form B-7 aside with an eloquent gesture of disgust. Mr. Brush pushed back from his desk and stood erect. Vibrant power emanated from the six-foot bulk of his wide-shouldered being.

He had a way of thrusting his broad chin forward—a chin that had been used to taking the thudding whacks of business setbacks through more than a score of years of upward climbing. He paced about the room, puffed his cigar vigorously, rubbed his hands briskly. All of which didn't help a bit. A caged lion can walk all day and sniff at his bars, and find no pleasure in the fact that capable people are looking after his affairs and seeing that he's well fed.

But Mr. Brush had only himself to blame. When he built his business from a one-oven shop on a back street to one of the richest and most efficient corporations in the country, he had built too well for his own peace of mind. He had met, squarely, every kind of competition, hurdled every forbidding barrier. He possessed a brain geared to the speed of light and capable of ineffable absorption and, because of that equipment, he had been able to time accurately the collapse of 1929, outsmart everybody else in his field and shove Brush Baking right through the storm, topside up. When industry as a whole was crying over the wreckage and groping about for something to cling to, John T. Brush was making money and paying extra dividends.

Now he was looking about for some leak in his ship that would try his talents, but every morning at 9:15, when that Form B-7 was laid on his desk, only disappointment met him. What, he asked himself, was the use in being a general when there wasn't any war? He kicked his wastebasket, crushed out his cigar and strode to a window.

Far below on Twelfth Street, life moved quickly through the chilling gusts of a soot-laden wind. At the corner a truck swung into view and grazed a pushcart. Red and freshly polished apples rolled at heedless feet. John T. Brush, leaning forward, saw the truck driver towering over the outraged pushcart owner. Fists were upraised. A policeman who wore ear tabs shouldered into the gathering huddle of curious beings. Mr. Brush considered the actors in the cast and found envy in his soul.

Joshua Elliot Brush, of the railroad Brushes, sat glumly in the midst of dull mahogany behind somber hangings. He was slightly stooped from the load that seventy full years are likely to put on a man, but age had not been able to erase from his eyes and chin the stamp of the great Brush strength and indomitable courage. It took both now to meet the bald and bitter story the figures on his old desk told. The figures weren't pretty, despite the finely round and regular penmanship of their compiler. The ink was red.

The troubled eyes looked into distance and didn't like what they saw. They returned to fix focus on a square of white paper across the top of which was printed, From the Office of J. Elliot Brush, President and Chairman of the Board. Beneath the

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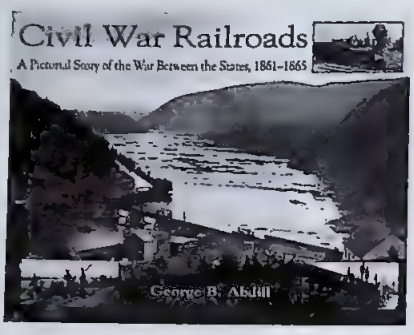

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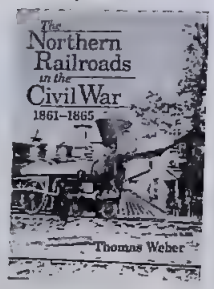

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neat type was penciled a telephone number.

J. Elliot looked at it, screwed up his lips, scowled. He started to reach for the telephone. His fingers halted, poised, then suddenly took up the paper and crushed it into a wad. It was hard for a Brush to admit that he was out on the end of an uncertain limb, but since the limb was cracking badly and the admission had to be made, the telephone just wouldn't serve.

The old man kicked the chair from under him, clamped his hat over his white head, tilted the brim over his right eye. He took his overcoat on his arm and stopped, on his way out, to growl at his secretary that she might expect him when she saw him again.

John Tobias Brush said "Oh, Lord," when his reception-room girl announced to him on the interoffice telephone that an elderly gentleman with very gruff manners and a bad disposition had just banged his way through her upholstered quarters with the statement that he wanted to see Mr. John Brush, and it was none of her ding-donged business what about. John T. heard the door open and close as he put the receiver on its hook.

He rose, held out his hand and said: "Well!"

"Well? Well, hell!" There was a brief, strong shake, a sharp meeting of eyes.

"Where's the funeral?" John T. motioned to a chair.

"Wait'll there's a corpse." The old man sat down, growling.

"I can't mourn," John T. said, his left eye narrowed. "No black suit."

"Don't," J. Elliot mumbled. "How's bakery business?"

"Lousy. No chance any more for advancement."

J. Elliot cocked his head to one side with a quick jerk of his neck. "You're a liar. Wish it was. Gimme a cigar."

John T. held out a walnut humidor. J. Elliot waved it away with his palm.

"I'm no guest. I'm your uncle. What you got in your pocket there?"

John T. snapped the lid on the humidor, reached into his vest. "Pretty choosy for a beggar," he remarked sourly as J. Elliot bit off a quarter inch and spat the tip at the wastebasket. John T. held over a gold lighter.

"Family brand." J. Elliot puffed clouds like a locomotive on a grade. "Wish I could afford 'em now."

"What'd you do?" John T. queried, his eyes speculative. "Stop in here on your way to the poorhouse? I'll call my car and send you in state."

"When I go, I'll walk. You're too damned smart! Look at all this!" The old man took in the quiet extravagance of the

room with an inclusive gesture. "Talk about horseshoes! You got 'em. Wish it was caved in on you and you had a want-ad column in your hands."

"If it'll help your grouch, I'll wish with you." He saw S. Elliot's eyes fixed keenly upon him during the ensuing pause. He knew that, under the hard crust of the old man, there was a gruff affection for him, an almost grudging admiration. They were the last of a fighting family.

J. Elliot cleared his throat. "John, twenty-three years ago you came to my house for breakfast."

"Fried mush—in the kitchen." John T. emitted a vast snort.

"Too dirty to feed in the dining room," the old man retorted.

"Who wouldn't be? I'd ridden in a gondola loaded with coal all night."

"You got yourself kicked out of the job firing I'd got you on the Central."

"Because," John T. answered with a grim smile, "I made the fatal mistake in railroading of offering an efficient suggestion. I told the roundhouse foreman of something he could do to save time and money. He put me in my place. On the bum."

"I offered you a chance with me."

"As a brakeman. I remember. I'd had six months on two railroads, and I didn't want to waste my talents. I told you that. You gave me hell. You also contributed a lecture and set of rules on how to be a great success."

"You took a job driving a bakery wagon," J. Elliot recalled, a slightly wistful note behind his gruffness. "Something that didn't need intelligence."

"And," John T. said, "spent the next twenty-three years breaking all your rules. Maybe, if I'd followed 'em, I'd have a sick patient here, just like you've got over on Olive Street. As it is—" He hunched his shoulders slightly. "What's ailing that Brush streak of rust?"

"You read the papers," J. Elliot growled. "You oughtn't to have to ask me."

"Stock's down to the bottom of the board," John T. rumbled. "I saw something about a million and a half deficit for the quarter. Then there was an item that the Interstate Commerce Commission put thumbs down on your new financing scheme. If you want my advice—"

"Who's asking advice?" the old man barked. "Best business brains in the world couldn't give us any now. We're up against a wall. Ever hear of an automatic block?"

"I know the principle. They're since my time on the road."

"That's what that commission is." J. Elliot's growl took on a savage key. "You make a move, try to take your railroad somewhere, and the commission throws the board in your face. Dead stop. You can't do this. You can't do that. You think up a plan to help yourself, take it to that gang in Washington, and it's all automatic. They stop you dead. It's government in business, and too much of it. Eleven men drawing big pay to throw the hooks into us, and we pile up deficits."

His hands were shaking when he paused. His eyes carried shafts of strange fire. It was a long speech for J. Elliot, and John T. leaned toward him.

"That's your alibi," John T. said quietly. "Seems I've heard you say it before. You're in a pickle because of mismanagement and, like some others, you blame the commission."

The old man sprang to his feet. His fists shot above his head. His face was white, like his hair. "Wah!" He leaned over until his jaw was on a line with John T.'s chin. "That sounds like you! How'd you like to have a super-management board of government employes tell you what kind of flour you can use, and how much you can charge a buyer for a cake?"

"If," John T. retorted, "the bakery business had been manhandled in the past like some of the railroad business, I'd expect it. The commission was created to serve and safeguard the interests of the people, wasn't it?"

"In 1887, yes," J. Elliot snorted, reseating himself.

"How about 1931?"

"Not by a long shot!"

"God help us business men if the commission wasn't there. I'd hate to think of what kind of rates I'd be paying on raw materials. Your trouble's not with the commission. It's with your own management. Your own operating, traffic and mechanical heads, J. E., have as much business sense as a brakeshoe molder. Why, dammit, do you realize that your own railroad had to have every modern safety device and improvement legislated upon it? Your pike and some others who wouldn't march with progress. And you try to tell me that eleven men sit in Washington for the sole purpose of thinking up ways to obstruct you. This automatic-block business! Bunk!"

J. Elliot regarded him through a cloud of smoke, with squinted eyes.

"Could anybody ever tell you anything? No!" The old man spat savagely. "What a laugh it'd be to see you running a railroad! They'd stop you at the first milepost. So sudden you'd never get over the shock." There was a tense pause. Presently, in more quiet tones, the old man continued, "There's a board meeting tomorrow at ten. I'm seventy. That's retirement age. I'm hanging on as chairman, because the Brush family still holds the common-stock majority. But as for the president—" He made as if to rise.

John T.'s lips broke into a half smile. His pulse stepped up to faster pace. "Twenty-four hours!" he said. "That's short notice!" He snapped erect in his chair, pushed a buzzer button beneath his desk top. "Cool your heels. Half hour with my general manager and a couple lawyers."

"Did I ask you to fill the job?" J. Elliot growled, leaning over.

"You're too contrary," John T. retorted. "But that's what you came for." The graying hair at his neck stood out, the dullness was gone from his eyes. "And I've accepted."

II

Mr. Tilton, the vice president in charge of operations, stood with his back to the radiator under the window. He was a tall, straight man who wore, perpetually, an air of frigidity. His lips and eyes were gray and cold. Al Corey, who, despite his rise from roundhouse foreman to superintendent of motive power, still suggested close association with coal dust, engine smoke and valve oil, paced before the cleared desk. His thick left fingers, at his back, clenched his other wrist, and his broad right hand wagged up and down like a beaver's tail. He was, apparently, highly agitated. Jerome W. Dodd, vice president in charge of traffic, toyed with gold-rimmed spectacles that hung suspended from a cord at his neck.

J. Elliot Brush, for a board chairman, certainly displayed no dignity. His feet were on his desk and he was propped back in his swivel chair. His eyes were fixed on the toes of his shoes and his face was folded in its usual scowl.

"What," Al Corey demanded thickly, "is this? A railroad or a nut farm?"

Vice President Tilton, from the window, snorted derisively.

"Unless," J. Elliot replied without looking up, "my information's all cockeyed, we're running trains. I heard we finally got one into town on time."

Mr. Tilton's grunt was savage.

"I been railroadin' all my life." Al declared. He glanced at Tilton for confirmation and support.

"Yes," Mr. Tilton rasped. "So've I."

"Where," demanded J. Elliot, "do you think I've been? Herding goats in Tyrol?"

At which Mr. Corey blinked. His only conception of goat herding was following yard engines around. He said, "Tyrol? That ain't on our line."

J. Elliot looked up at the mechanical chief with one eye squinted.

"It ain't right," Al blurted.

"What?"

"What he's doin'." Al's masculine pronoun, third person, meant John T.

"We been here thirty years." J. Elliot counseled. "Look what we managed to do."

"We ran a railroad," Tilton put in.

"Nose down in red ink. All in but the stack." J. Elliot continued to find interest in the polish on his shoes.

"Look what he did to my department!" Al blustered. "The mechanical end."

"Yeh, look!"

"Walkin' into roundhouses an' shops," Al blared indignantly, "an' every time he saw a man not goin' top speed or waitin' to help another man, what happened?"

"I know," J. Elliot grumbled. "It's a shame. Lots of young men now looking for work. Mechanical pay roll trimmed right to the bone."

"But you can't do that," Al protested.

"I can't. No, you couldn't. The help was always busy when they saw you coming around. But he did it, and he's cut out enough lost motion and waste to pay your salary for the next two years."

"Last week he butchered the purchasing department," Tilton snarled. "God knows what'll happen next. We're railroaders. We—"

"That's what we think," J. Elliot interrupted.

"We ought to be consulted," Vice President Dodd said.

John T. was in the door. His staff wasn't aware of his presence until he spoke. He said, "If you gentlemen will kindly step in here, we'll consult." They looked hastily at one another. Corey found trouble with his collar. Dodd's features took on a deeper color. Only Tilton remained inscrutable. John T. held the door for them as they filed into his conference room. He looked toward the chairman's desk. J. Elliot still contemplated his toes.

"Tilton," John T. said as they were seated, "tell me, as chief operating officer, why this railroad's got the poorest passenger service of any line between the lake front, the Mississippi gateway and the Missouri River."

"Poorest?" Tilton met his leveled gaze over his cigar.

"Lousiest," John T. amended. "Maybe that'll express it better."

"Our passenger service," Tilton returned, "probably doesn't stack up with some of the richer roads. I'll admit that. But you've got to consider factors."

"What factors?"

"The bus, for instance. Back in 1924 they started to bite so we felt it. Knocked passenger revenue off until we ran into a deficit. We had no money to spend on it. In December, 1930, we applied to the I.C.C. for permission to suspend our regular tariff and allow us to go to a fare of two cents a mile to meet this highway competition."

"And here's where you can't use the commission for an alibi," John T. put in. "You got the rate."

"After a battle of three months. Then what happened? Just take a look at our operating figures for March and April, 1931. Lost so much we had to go back to our regular rates. People who rode busses didn't want to ride trains. We found that out. So did some other pikes."

"And?" John T. prompted.

"That's all."

"Pardon me. It's not! I've gone into the case thoroughly. You didn't win over the bus riders because you went at it like the officers of this railroad seem to have gone at everything. Halfway and grudgingly. When you cut those rates and advertised them, what else did you offer?"

"How do you mean?"

"Did you give the passenger a clean coach and a clean seat to ride in? No. You said to the public, 'Here's a train. Here's a seat. Come in and take a ride. It's dirty, and the crews were never taught the

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meaning of politeness'—don't know it yet, for that matter—'but, Mr. Public, we've done a great thing for you. You can ride in our filthy old day coaches, and you can eat in our diner if you've got a strong stomach and don't mind your purse being gouged, or you can be damned.'"

"I think, Mr. Brush," Tilton broke in with heat, "that you've got the wrong idea of it. We couldn't very well supply parlor cars at that rate."

"Neither did the busses," John T. barked. "But the passenger rested his head against a clean towel, and he stopped where he could get a sandwich for a dime. Would it have cost too much to put vacuum cleaners on our coaches, window washers, and some dust cloths?"

"Our cars were swept out at each terminal," Tilton retorted.

"A couple swipes with a broom," John T. returned. "I saw 'em yesterday. In the coach yard. Well gentleman, that practice is all over today. If we're going to run trains and sell the public service, we're going to have something to sell."

"We've been hoping to get new equipment," Mr. Dodd said with a smile that was obviously forced. He was fumbling with his spectacles. "The commission turning us down on our financing put a crimp in that."

"Do we have to have the commission's consent to use some paint?"

"We-e-ll, no."

"All right, we'll use paint. How about it, Corey?"

Al Corey twisted his neck in his collar and blurted. "Yes, sir. We got paint."

"You'll get some more." John T. lit a fresh cigar. "You'll also get a man who knows something about decoration. He'll call on you tomorrow. How soon can you get the equipment we can spare from the road to the shop?"

"Let's see," Al mused. "This is the first of the week. By next Monday."

"That's too late," John T. retorted. "Tomorrow. Call back what help you need. And now, as long as we're on the passenger end of it, I want to know who in the name of heaven's responsible for our dining cars?"

"They're comparable to the service of our competitors," Dodd defended.

"In menu selections only, not in quality of food or in appointments. Take a good square look at these!" John T. opened a drawer, held up a menu card and a plate. He waved the plate and said, "If you dropped this on the floor it'd bounce back and hit you. The design—a roundhouse foreman must have made it."

"The plates," Tilton defended, "are a matter of economy. They're practically indestructible, and, since they're handled hundreds of times a month—"

"You couldn't break one with a spike maul," John T. interrupted. "Tilton, you are a good operating officer, but you've no eye or mind for business. You, like some others I've heard tell of, seem to have the idea that everything on a railroad ought to be made of cast iron, so it won't break, and painted black, so it won't show dirt. Did you ever hear of merchandising?"

"What's that got to do with running trains?" Tilton demanded.

"Dodd, can you answer?" John T. ignored Tilton's query.

"Naturally," Dodd replied. "That's my end of it—selling the public what we have to offer. That's what my department's been doing."

"Trying to do," John T. corrected. "You can't merchandise anything until it's in shape to merchandise. This railroad isn't. Could my baking company sell a billion loaves of bread in a given period if the loaf was wrapped in plain manila paper with a single printed word to tell what was inside? You've got to attract the eye. Fancy wrapper. Fancy service. That's what I mean about merchandising this railroad."

"You can't put a fancy wrapper on a locomotive!" Al Corey burst out.

"You can clean the muck off the smoke box and shine the boiler."

Mr. Corey slapped his thigh aimlessly and gave the appearance of one who has just about ceased to struggle.

"Tomorrow, gentlemen," John T. said impressively, "the merchandising starts. It starts with cleanliness in coaches and stations, courtesy and consideration. And it starts with a dining-car menu that won't scare a patron out of his chair. There'll be reasonable meals at moderate prices. There'll be a club breakfast at thirty to sixty cents, and a sixty-cent luncheon. The dinner'll cost one dollar and no more."

"But, Mr. Brush!" Vice President Dodd held up his hand. His voice was charged with alarm.

"Don't tell me the I.C.C. will object."

"No, not that."

"I thought not. The commission doesn't frown on cleanliness and economy."

"But there's the deficit," Mr. Dodd argued. "We've been operating those cars at a big loss. Think what reduced prices will add to that. The deficit's charged to operating expense, and when it gets too high, we'll hear from the I.C.C. in no uncertain terms."

"It won't get any higher!" John T. thundered. "You know merchandising. Then you ought to have heard of big volume and small profit."

"Then," Mr. Dodd said with agitation, "there's the agreement."

"The what?" John T.'s big fist dropped, clenched, to the table.

"With the other roads." Mr. Dodd wiped his brow. "All of us in this territory. We agreed we wouldn't cut menu prices or shorten our time without due notice to one another."

John T. blinked. His eyes rounded and he swallowed hard. His hunched shoulders straightened and he stood up, his broad chin thrust out.

"And I thought," he said half to himself, "we were running a competitive railroad." He looked from one to the other. "A gentleman's agreement not to compete." His big head shook slowly from side to side. "If that's management, then I'm crazier than you are." Dramatically his voice raised: "The agreements be damned! I suppose this six-and-a-half-hour schedule between our biggest terminals is part of this foolishness."

"Er—uh-uh-huh," Mr. Dodd offered nosily, uncomfortably. "It is."

"We got the shortest mileage, but we can't take advantage of it because one of the others can't do better than six and a half. That it?"

"Yes."

"Bound by the weakest link, and dying on our feet. Well, we're all over that. ... Tilton! Get busy on a new time card. Give a business man a 7:15 departure from either end, a good breakfast and a chance to have lunch with his business associates and the afternoon to clean up his affairs. One-o'clock arrival."

"That's pretty hot," Tilton demurred. "Around 49.5 miles average speed."

"Fastest in America?"

"No, one of the Eastern roads has a train that hits more than fifty-one. Then there's—"

"That's enough. We do 49.5. Six-o'-clock-p.m. departure from each terminal to put the business man home about the time he'd get in from the last movie."

"There'll be a howl," Mr. Dodd suggested hesitantly.

"From the commission?"

"From the other roads."

"Let 'em howl."

III

John T. Brush, along the pathway of sane business progress, had learned a great deal about the importance of the wise expenditures necessary for proper magazine and newspaper advertising space.

He inaugurated his new service with a ringing message to the public. The news hounds saw copy in the man who'd run a railroad the way he ran a baking chain.

"It's good business, John," J. Elliot said, "but it's dumb railroading. Enjoy it while you got a chance. I think I'll leave town."

"Leave," John T. barked, knowing that, if there was an impending battle, no power on earth could pry the old man from his desk.

"You're going places now, John. You don't know where. You've bucked the other roads. Sooner or later you'll come into the automatic block—that crowd in Washington—and when you do, and they stop you—"

"You'll rear back and cackle!" John T. interrupted savagely. "You and some of these other birds! But be sure to wait until you have something to cackle over. If our territory competitors have anything to say, let 'em say it. I'm waiting."

John T. didn't have to wait long. The delegation came and smiled upon him with a touch of pity, accepted his cigars and sat down.

"We want you to know," the spokesman said, "that we're all with you."

John T. smiled back. He thought, "Like hell, you are."

"You've undertaken a great job," the spokesman went on sonorously. "Not being a railroad man in the sense of a person born and brought up to it, you're liable to encounter many pitfalls. You have your uncle, of course, to give you a guiding hand."

"When I need it, yes."

The spokesman then went at length into the necessity for solidarity. He explained that, by banding together in the territory, the roads were able to present a better front against unfair legislation and competition, and stood a chance to make a greater impression on the Interstate Commerce Commission.

"Why," the spokesman said, "only a little while back, two of our roads felt the need of increased revenue on a certain commodity. An increase that in no way affected us all, but we stood together behind the two roads and got part of the increase for them at least."

"I see," John T. rumbled. "So long as the I.C.C., empowered by law to protect the interests of the public, seeks to adhere to its functions, we should unite to hold such protection, as far as possible, to the minimum."

"I'm afraid," the spokesman replied, "you don't understand. We have the public interest at heart just as much as the commission. We also have millions invested in property that we have to look out for. This in the face of a group empowered by legislation to tell us what we may or may not do with our business. Now, your uncle—"

"He said much the same," John T. broke in. "But my contention is that, so long as a business is properly managed and conducted in the interests of the common welfare, any move you make that can be construed honestly as being for the public benefit won't be thwarted by the commission. I know why you gentlemen called. I'm with you in anything that means better railroad management. I'm not with you in agreements not to compete with you. If I've pointed the way to better service for the public, there's nothing to stop you from equaling it. Even excelling it, if you can."

They looked pityingly upon him as they left. He smiled grimly as he closed the door upon them. J. Elliot came from the connecting room with a mournful mien.

"You're crazy, John," he growled. "You watch. They'll lay for you."

"Let 'em lay."

The improved passenger-train service on the Brush System, accompanied by no end of publicity, made an instantaneous hit. John T. rode day coaches and Pullmans at all hours of the day and night. He listened to what people said. He saw, within a single month, a decrease in passenger operating deficits that was nothing short of miraculous.

J. Elliot mumbled something about "curiosity." He said, "It won't last."

But it did last, and as soon as John T., enjoying himself as he hadn't since the early days of the bakery chain, felt that the passenger end of it was set, he called his aides together and occupied their minds with another bombshell. The subject was freight.

"We'll never have freight revenue," Vice President in Charge or Traffic Dodd cried, "until the Interstate Commerce Commission can control the trucks on the highways like it controls us. We spend forty-seven thousand dollars a year printing tariffs ordered by the commission and made available to the public in our stations, and what happens? The truckers look at those tariffs, tell the shippers they'll haul for as much as 20 percent less, and there you are."

"The trucks," John T. countered, "have their place in the scheme of things. They're here, and they're doing a thriving business. They've knocked the props from under us on the short-haul stuff because they can render a prompter, more efficient and less costly service. Let 'em have it. We don't want it. We can't make anything on it. But what we can do is concentrate on the long-haul stuff where the trucks can't make our time. To get the business, we've got to do something unusual."

"If there's anything unusual," Mr. Tilton said, "that you can do with a freight train, I'm ready to hear about it."

"How many fast freights do we run in

twenty-four hours, Tilton?" John T. asked.

"Two in each direction. One merchandise. One perishable."

"And we average," John T. said, "about thirty miles an hour."

"That's right."

"We'll make 'em all fast freights and we'll leave on regular schedules. That's the solution. People want things in a hurry these days. No more of this waiting for full tonnage before we leave a terminal."

"You mean," Tilton said with wide eyes, "that we start a freight train from a terminal at a given time whether we have one ton or five thousand?"

"That's what I mean," John T. snapped.

"Good Lord, man. That—why, that's operating suicide!"

"The trucks do it, don't they? We've got to meet the trucks. They leave Chicago at a scheduled hour, for instance, and all shippers concerned know just when their products will be picked up and delivered. Our freight trains run on an advertised schedule. We'll print that schedule and give a copy to every shipper on our line. Anyhow, we'll try it."

"In all my years of railroading," Tilton said, "I've never heard of anything like this."

"You're hearing about it now. ... Dodd! Call a meeting of your freight solicitors in Chicago day after tomorrow. We'll get the schedule made up. We'll see. If it doesn't work out—"

It didn't. Not for the first ten days. Then, suddenly, with the newspapers full of the innovation, and with business magazines seeking interviews with John T., and getting them, a miraculous thing happened. Furloughed freight crews that hadn't turned a wheel in nine months were called back to work. Al Corey worked overtime on motive-power problems.

John T., from the day of the Chicago traffic meeting, led Dodd's newly inspired sales force. He lectured them, patted them on the back, rode with them and visited prospects with them. He called freight-train crews and station agents together at group meetings and gave them a new sense of responsibility He hit them below the belt with:

"Jobs. You want your jobs. You can't work if we don't get the business, and we can't get the business if we don't give the public something it's never got before. Fifty tons of pig iron for a Chicago foundry's just as important, from now on, as a hundred cars of meat from the packing houses. It's highball, men, with everything on wheels. Careful but fast handling. No delays."

Locomotive engineers and car inspectors were one in their opinion of this guy Brush. A switchman, in a moment of hospitality and with little application of thought, offered John T. his pouch of cut plug and John T., who hadn't taken a chew in twenty years, helped himself to a mouthful, only to leave the switchman red and gaping as realization came to him.

The competing roads sat back and laughed up well-tailored sleeves at the beginning of the experiment. They later decided there wasn't anything funny about it. John T. Brush was giving shippers a thirty-two-mile average and was getting tonnage that the road had never hoped to get.

At no time was the evidence of progress sensational, however. The gain was moderately slow, but there was a gain, and hopes ran to the fever pitch. There was a new undercurrent of achievement reflected in the personnel. Tilton and Dodd and Al Corey came to have a new respect for their chief. It was still hard to believe that railroad management could be changed so, but there was evidence before their eyes.

John T. lost no ground, personally. He continued to think of ways and means to increase his tonnage. He thought of a group of lake-front shippers and called them together in a hotel room. They all made the same product. They shipped to the same territory in the West and Southwest. John T. showed them how, if they worked together on a different marketing basis, they'd have a bigger output. Then he asked for their shipping. He sold them on Brush System hard and fast, and, at the end of thirty days, after his marketing suggestion was put into effect, he found about eight thousand tons, monthly, of new business on his rails.

The newspapers forgot about John T. as his program continued. He made no ballyhoo for a period, but watched the accounting department's figures. This eight thousand tons of first-class freight at $1.59 a hundred pounds for the haul, moving in hundred-ton lots on regularly scheduled trains, soon represented his net revenue. More than a quarter of a million dollars every thirty days to be applied to his deficit. If he held this business long enough he'd wipe out the deficit and show a dividend.

"Where's the old commission alibi now?" John T. gloated over the luncheon table as J. Elliot immersed a brown square of toast in a bowl of warm milk. "Go on. Tell me. I'll paraphrase some of these depression hot-air artists. There's a dividend around the corner."

"I'll save the laugh," J. Elliot growled. "Don't feel like it now, anyway."

IV

It was along toward the last of July. John T. sat at his desk and studied the figures on Form B-7, which he'd adopted from the bakery business into the railroad accounting system. The twenty-four-hour balance sheet. There was a slightly sour twist to his lips and a wrinkling of his nose. Everything going with the precision of a hoghead's watch. It had been that way for two whole weeks. He hadn't had a row with Tilton or a tilt with Al Corey in a month. They were in the harness, doing things his way and

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making a swell showing. If he could only get a new idea.

He was just getting up to do a little pacing when his secretary announced that a committee of gentlemen desired to see him. He took the card offered and his left eye narrowed. Shippers. H'm! There were three of them. Their attitude was slightly apologetic. They represented his personal pet group—the men who moved the eight thousand tons.

"Anything wrong?" John T. asked.

"Plenty," the tall, lank man said. "Hate like the devil to have to ask it."

"You ask anything you want. If I can give it to you, it's yours."

"We're in a tight spot," the man explained. "We've found that we've got to meet certain competition. To do that, we've got to shave our delivered prices. We can't shave unless we can get a cheaper haul. That's the whole thing in a nutshell."

"The rate!" John T. sat erect. "That's what you mean. It's too stiff."

"Not much, but enough. On a hundred pounds it amounts to a few cents. On our complete tonnage it's ten thousand dollars, and in the face of the price reduction, that ten thousand dollars represents the big end of our profit."

John T. figured rapidly. Then, "About six cents a hundred pounds cut. Four per cent."

He gazed into space, his brain working speedily.

"There's three truckers," the shipper said, "in Chicago that'll handle most of it. Not so fast, but a whole lot cheaper. We—if there's nothing you can do about it, we may have to sacrifice speed."

"How much time've I got?" John T. asked sharply.

"How much do you want?"

"Thirty days," John T. snapped. "Not much more. If you can play along with me, I'll—I'm confident I can meet you." The Interstate Commerce Commission, of which he had heard so much, now loomed largely before him.

"We'll stick as long as we can. You been giving us service we never got before. We'd like to go on getting it."

J. Elliot found interest in the toes of his shoes, which were propped on his desk. He scowled as John T. related the visit of the shippers. "I'll hold that business," John T. said, "if I have to move heaven and earth." The ring of confidence was in his voice.

"You've got to move something greater'n that," J. Elliot retorted sourly—"the commission. You ask God for something and you stand a chance of getting it. You're headed into the automatic block."

The road's senior attorney, who looked like the jokester's conception of the absent-minded professor, came studiously forth with books and papers.

"We'll have to file the usual thirty days' notice," the senior attorney said. "We signify our intention to the commission of establishing a new rate. The commission will then, according to procedure, suspend the rate for an investigation."

"How long does that take?"

"It all depends," the attorney said disinterestedly. "Your new rate may disjoint rates beyond our line. After a complete hearing, you get a decision. There isn't much you can do. I'll draw up a brief if you'll tell me just what the facts in the case are."

"I'll draw up my own brief. You get the legal machinery set up. I'll go to Washington and present the brief myself."

"You better take a trunk," J. Elliot offered, "if you're going to wait there for a decision. You'll be gone a good long time."

"I'll take a hand bag and my papers. I'll be back with the decision before you can get your feet off the desk. And if I don't get what I go after, you can prepare your cackle."

"You'll walk into the hearing room," J. Elliot predicted, "clothed with the breastplate of righteousness, a benefactor of the human race. But to the commission you'll be just another railroad executive with a trick up your sleeve. I don't know, John. You've made it too hot around here to gimme a laugh. I had several all ready for you. Maybe my turn'll come yet."

John T. Brush walked fearlessly before the commission. He had never made a speech in his life. He was not conscious of oratory now as he filed his brief and opened with what, to him, was simply a statement of facts. Here was a railroad. It had made excellent strides. He did not point to himself, but used, frequently, the pronoun "we." The railroad was coming out of the red. It hadn't paid a dividend in three years, but a dividend seemed certainly on the way. The commission, he pointed out, had decreed that all railroads were entitled to just and equitable rates that would enable them to show a fair return on the investment in the property.

That's what his railroad was seeking to do. He was not seeking, suddenly, an increase in rates to gratify anxious stockholders. Not at all. An economic situation had come up which made it expedient for his railroad to grant a decrease of 4 per cent on a commodity that could be carried on trucks. The commodity could be hauled for less, and if the decrease be made effective at once, the business would be saved and the railroad would be just that much further along toward realizing the return that the commission had already declared to be the railroad's right.

John T. was, at no point, loquacious. His words carried a ringing quality of quiet eloquence which was charged with sincerity. He had no fear of this courteous group. They were intelligent men, flesh and blood, and very much, in their general appearance, like himself. They listened attentively, passed his records from one to the other. He was not, consciously, actor or lawyer, and yet he displayed abilities that would have been a credit to either.

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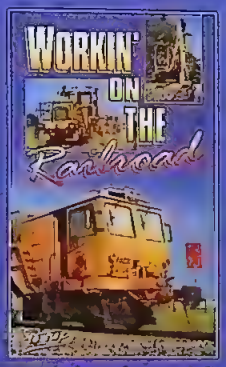

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MAG9

He finished with no great dynamic outburst. He gathered up his notes and calmly took his seat.

Into the picture came, suddenly, a familiar face. A pink, full-jowled countenance that had once confronted him. There was the executive of the competing road, the spokesman who once had headed a committee to call upon him.

There were others whom he recognized, and they smiled and nodded at him. The pink-faced man addressed the commission. "I've never heard a case," he complimented, "more brilliantly presented. I think, however, that since this rate reduction is something that will apply to us all, a full discussion should be held."

John T. was readily agreeable. He stayed in Washington two days and answered many questions. He saw little of the other executives except in the hearing room. Finally the commission announced that it would take the matter under advisement, and a preliminary decision would be handed down promptly. John T. crawled into a westbound Pullman in an easy frame of mind.

While he waited for sleep to overtake him, he summed up. At no time had there been any evidence of hostility on the part of the commission. The discussions, in so far as he had figured in them, had been in complete harmony. If he felt anything it was a slight sense of disappointment that the battle he had half expected had not materialized.

The immediate future of a railroad—a small but important trunk line—was in the balance, and John T. felt a glow of pride in the manner in which he had met the emergency. In view of the circumstances, there was but one decision the commission could make. It must be favorable. It mustn't be anything else.

V

After forty-eight hours, dated from his return to the job, the silence at Washington began to be wearing. John T. met J. Elliot's scowls, and few words passed between them. The Chicago shippers called daily on the telephone. What had been decided? Would Mr. Brush let them know promptly?

The decision came on Tuesday morning. John T. began the preamble hopefully. His eyes narrowed as they speedily devoured the wording. His chin came out. The commission felt that, since no emergency existed such as in the case of moving thirst-mad cattle from a drought area to water, or stored grain to flood victims, or anything like that, the proper procedure would be to hold a full investigation, to hear the shippers, the competing railroads and anyone else concerned.

The proposed rate, therefore, was suspended for a period of sixty days. At the end of that time, the necessary hearings should be completed and a final decision could he handed down. Meanwhile, of course, the current rate would remain in effect.

John T. centered his hard gaze on space. He remained motionless in his chair for several minutes, letting the full import of the decision sink in. Then, with a grim smile lighting his lips, he strode into the presence of his uncle.

"Cackle," he barked gruffly. "Make it a good one while you're at it."

J. Elliot removed his feet from his desk, regarded him contemplatively. "I can't, dammit. I can't even say I told you so. You're merely getting a taste of what we've all had since I can remember. The old automatic block."

John T. whirled. "But—but, listen! It—why, it's not reasonable! That commission heard everything there was to hear. I could spend the next ten years presenting this case, and I couldn't elaborate on it. What can the delay accomplish?"

"Keep you out of the dividend that the commission says you're entitled to," J. Elliot advised. "Spend a lot of dough calling witnesses and listening to what everybody's got to say, and there's not a thing you can do about it but take off your hat to government in business and get a bad disposition like I got."

"If these other roads," John T. thundered, "hadn't come poking their noses in—"

"That didn't have anything to do with it. If none of 'em had gone near Washington, the result wouldn't have been any different. The commission's got to protect the public, and how will the public know it's being protected if the commission doesn't hold hearings and drag things out?"

John T. looked from the window down on Olive Street. Life moved sluggishly under the humid blanket of the late summer heat. He shook his head slowly as he turned to face J. Elliot's folded features.

"You ask the public. I know when I'm stopped. I've got to get on the telephone now and hand over a quarter of a million dollars in revenue a month to another agency of transportation." He took the instrument in a firm hand. "Long distance, please," he said. ◇

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Freight Yard Operation at North Avenue, Chicago

Part I

BY ROBERT A. JANZ

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Engine 2322, a class J-S 2-8-2, was assigned to the 10 a.m. Roustabout, working out of the 40th Street roundhouse during the late 1940s (and seen here on October 1, 1949). It was built for the Chicago & North Western by Alco's Schenectady Works in January 1914 and was fitted with 61-inch drivers, Baker valve gear, and an 8 ½" Westinghouse cross-compound air pump. It carried a working steam pressure of 185 pounds and produced a tractive effort of 60,100 pounds. The tender carried 8,275 gallons of water and 13 tons of coal. In working order the engine and tender weighed 341,100 pounds. This class was originally used in mainline through freight service but in later years was bumped to way freight and transfer service.

While growing up on the north side of Chicago, my family lived within sight of Chicago & North Western's Wisconsin Division line to Milwaukee, which was known then as Subdivision 1, later as the Old Line Subdivision, and currently as Metra's North Line. The passenger service had its glamour and was certainly interesting. The steam-hauled suburban and through trains put on a great show, and the glamorous sleek yellow streamliners, the *400* fleet, passed right by our street. But it was the freight operation that really captured my attention.

Following World War II, industries were abundant in the area. A multitude of switch engines operated at various local yards; some assignments worked around the clock to satisfy the demands of customers. Coal was still king in those days, with homes, businesses, and schools dependent upon it. Besides countless coal yards, the endless list of customers included scrap yards, dairies, factories, printing plants, breweries, team tracks, freight houses, lumber yards, warehouses, and foundries, all with sidings and docks to be switched.

During summer 1946 I became aware that a small freight yard was nearby. On clear nights I could hear the high-pitched squeal of flanged wheels on sharp curves, which eventually led me to the source: Deering Yard, between Diversey and Wellington.

A long siding branched off the elevated main line and ran south to the yard, where a lead descended to the yard tracks at street level. The yard consisted of 10 stub tracks and a run-around. Four were team tracks. A freight house stood at the south end, a large sign on its roof proclaiming "Freight Received for All Points." The entire scene was dominated by a huge multi-storied Stewart-Warner factory and its powerhouse.

Two crews worked for hours switching and spotting cars. One worked during the morning and early afternoon and another during the late afternoon and evening. Having customers on both sides of the three-track main line required crews to cross from one side to the other between the frequent passenger trains.

One day as the afternoon crew worked in the yard with a class M-3 0-6-0, I noticed water draining from an appliance below the cab on the fireman's side. I pointed to it, and the fireman looked down and quickly shut the water off. Then the engine stopped, and he beckoned me aboard. He thanked me and explained that he had forgotten to shut off the water when he used the appliance. He also said that the appliance was an injector and explained how it was used to put water into the boiler.

My ride was short that day, but I got to know the crew, and I became a regular guest when they learned I was serious about railroading. I was soon put to work putting water into the boiler. After mastering that task, the next logical step was to learn how to fire the engine. On some days a 600 hp SW1 diesel, which was not quite as exciting to ride, replaced the steam engine.

The engine that worked there was based further south at North Avenue Yard. Another engine, also based at North Avenue and known as the Hettler Job, worked as far northwest as the "New Yard" at Avondale and Belmont Avenues on the line to Madison. The job switched the Hettler Lumber Company yard, the Anheuser-Busch Budweiser beer distribution plant, factories, scrap yards, coal yards, and building material yards. The line branched off at Clybourn Junction and was listed in the timetable then as Subdivision 4 and later as the Harvard Subdivision. Currently Metra commuters know it as the North West Line between Chicago and Harvard. Both jobs worked around the clock, and extra engines were called when the work was heavy.

Eventually I met Walter Passow, the relief afternoon yardmaster. Although responsible for Deering, he was based at North Avenue. This meeting resulted in a close friendship that lasted many years. I was taught by him and others how to couple air hoses, position angle cocks, set hand brakes, read switch points, and understand signals used by the switchmen. I was also taught, as time went by, how to weigh cars and read the destination tickets and chalk marks on the cars.

Walter took me to North Avenue, where I saw more railroading than I'd ever seen. The Deering and Hettler engines, each with cars, backed in from the north and began switching their cars. Walter explained the switching procedure. "Right now we've got to concentrate on getting the 40th Streets made up, because the Roustabout will be here soon," he said.

Then to my surprise, engine 2322, a class J-S 2-8-2, its side rods clanking, generator whining, and pump wheezing, drifted by on the main line heading north. It was the first one I had ever seen in operation. Walter turned to me and said, "That's the Roustabout. Its my regular job. Next week I'll be back on it, and you can come ride with us." Then he told me he'd call my mother to make sure it was all right with her.

Two men had stepped off the rear footboards of the tender as it passed by, and they came over to talk to Walter. He introduced me to them as the kid who liked railroading. The two were Charlie, the conductor, and Hermann, the head brakeman. They asked if I'd like to see the engine.

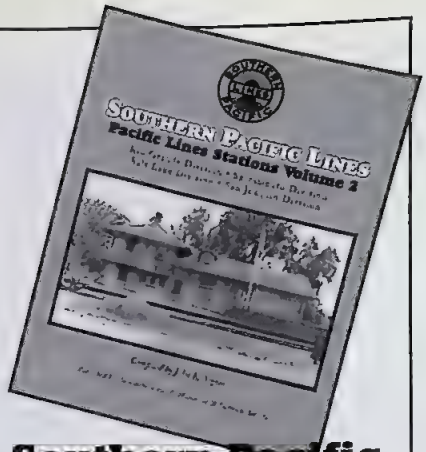
I could hardly contain myself: I was actually going to see the engine now and next week ride it! In a few moments, engine 2322 backed down, and Hermann took me along as he coupled it onto their train. Then he took me up in the cab and introduced me to the crew. Both the engineer and fireman greeted me warmly and made me feel welcome. The cab was hot, of course, but nonetheless a fascinating maze of pipes, valves, and gauges. I was shown a number of details, including the stoker and how the coal advanced into the firebox and how it was blown onto the fire by steam jets.

Walter explained the Roustabout routine. It worked out of 40th Street. The first move of the day was to take a train north on the cutoff (a north-south line connecting C&NW's three routes out of the city) to Mayfair, where it made a set-out then turned east onto Subdivision 4. A set-out was made at the New Yard. Then, further east at Logan Boulevard, loads of beer in St. Louis refrigerators were set out at Anheuser-Busch. At Clybourn Junction the remainder of the train was set out for North Avenue. The engine and way car then ran light to a wye at the low line junction of the Galena and Wisconsin Divisions, where the engine was turned. The crew had lunch, then returned to North Avenue. By then its train had been made up and was ready to be taken to 40th Street by way of Mayfair over the cutoff.

When I got home that day, my mother said that my friend from the railroad had called asking if I could take a ride with him next week. She said it was all right and would pack me a lunch and give me money for car fare to get to Clybourn Junction, where I was to meet Mr. Passow at noon.

On the designated day I traveled to Clybourn Junction on an Ashland Avenue red rocket streetcar. The car was apparently running ahead of time as the motorman dogged along for a couple minutes approaching the Junction, and as you can imagine, I was on pins and needles, afraid that I'd be late and miss out on the ride.

As the car neared Clybourn Junction, the smell of pickles permeated the air, thanks to the Squire-Dingee pickle works, where Ma Brown products were produced. Several wooden pickle tank cars stood on a siding on the east side of the main line. A man standing on the roof using a long-handled net was unloading one of the tubs. After fishing around in a tub, he



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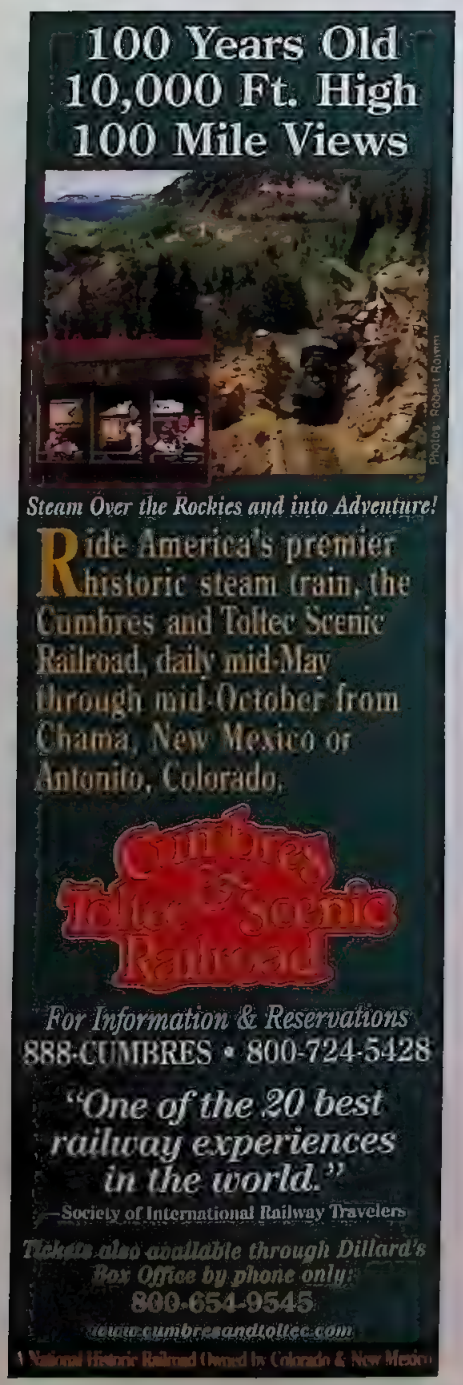
lifted a load of pickles out and dumped them onto a chute. The yellow-green pickles tumbled down the chute and into the building in a steady stream.

My instructions were to stay on the station platform and wait. Shortly engine 2322 showed up headed south with a string of cars off Subdivision 4. The fireman smiled and waved to me as it passed, then I spotted Hermann and Walter on top of the train. The way car, I had been told, would be cut off on the fly and roll along by itself into the platform. Drifting behind the engine and cars, there it was, the 11916. Charlie stood on the platform winding on the brake wheel. When he reached the right spot, he tightened the brakes, and the car came to a stop.

The engine with its cut of cars had pulled south to clear the Clybourn interlocking plant and then shoved north onto a track that ran alongside the southbound Subdivision 1 main line. Hermann cut the engine off and sent it out over the plant. Both Walter and Hermann then joined me on the platform, and they told me to watch while the engine was tied on and the air was cut in. After making the coupling and the air, Hermann said, "Give 'em a sign to go, and get on." Boy, was I excited! Then, inside the way car, Walter showed me the air gauge: "Never sit down until you check that," he said. The air was up to 70 pounds, which was normal brake pipe pressure in those days.

Soon we rattled over the Milwaukee Road crossing and then passed by North Avenue Yard, which at this time of day was deserted, both engines being out working on the line. A long string of cars stood on the independent lead waiting to be taken to 40th Street. We passed two more coal yards and a scrap yard on the east side and then the Morton Salt warehouse. Factory buildings with tracks alongside and some that ran inside dominated the scene on both sides of the line.

Within a few minutes we passed the Division Street interlocking tower. It controlled the "High Line" route to the depot and the "Low Line" route leading to the Chicago Avenue roundhouse, the Erie Street coach yard, and the Grand Avenue freight yard all at street level. From Division Street we descended to street level onto the former Wisconsin Division route to the old Wells Street depot of years past and roughly ran parallel to the main line to the depot. Further south was a connection



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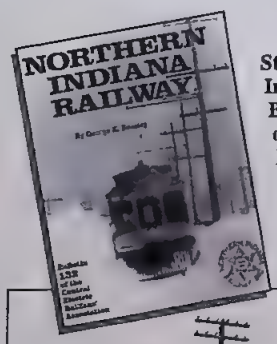
NORTHERN INDIANA RAILWAY

By George K. Bradley



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to the Galena Division and the wye where the engine would be turned.

On the way we passed the roundhouse leads on the left where track after track of class D 4-4-2 and class E 4-6-2 type locomotives stood being prepared for the afternoon rush hour. Beyond the engine terminal we passed under the Chicago Avenue and Halsted Street viaducts. To the right was the Erie Street coach yard, full of suburban equipment. Also to the left was the powerhouse that furnished steam and electricity for the railroad facilities; alongside was the Grand Avenue freight yard.

After we passed under the Grand Avenue bridge, the engine headed around the Galena Division connection to the west and stopped short of Kinze Street. Hermann took me along, and we walked up to flag street crossings and line hand-throw switches ahead. He explained that we were now on the original Galena Division approaches to the old Wells Street Depot.

The engine and way car were then routed through a crossover onto the Galena Division side of the wye. After clearing the switches we shoved east toward the north branch of the Chicago River and onto the old Wells Street interlocking plant protected by high-mast old-style lower-quadrant semaphore signals. While on the plant we crossed Clinton and Canal streets, passing under the Madison Street depot approaches in the process. Beyond Canal Street was a single Milwaukee Road track that originated at Union Station and a doubletrack bascule bridge spanning the Chicago River.

Beyond the bridge was the Wells Street freight house, a busy location where a switch engine was assigned around the clock. The interlocking plant had served the west end of the Wells Street passenger depot until 1911, when the Madison Street depot was placed in service. With few changes, it now served the Wells Street freight house. Looming above the freight house was the Merchandise Mart built on air rights above the tracks. Beyond the Mart was the State Street District and the line to Navy Pier, all at street level.

This entire area was steeped in railroad history: We had passed the site of the very first depot, station grounds, and yard of C&NW's predecessor, the Galena & Chicago Union. The Milwaukee Road track that we crossed was once its route from its depot downtown to the west and north, before the Union Station connection along the Galena Division was built. A few blocks to the north was the site of a long-gone Erie Railroad car float terminal that connected to the Milwaukee Road.

Once our movement was clear of the interlocking plant on the east bank of the river, switches were lined, signals cleared, and the engine pulled forward and ran north, turning in the process. Next the way car was cut off between crossover switches just north of the Grand Avenue overpass so the engine could run around the way car.

After a lunch break we proceeded north with the engine shoving the way car. All along the way switchtenders and two interlocking towers had switches and signals lined and cleared for the movement. The Division Street tower had the switches lined into the track used by North Avenue to make up outbound trains, and the way car was tied onto a string of waiting cars to be hauled to 40th Street.

Before the engine backed away, the engine crew insisted that they have the "kid" ride with them. So I was put up in the cab and sat behind the fireman. He pointed out many things, including the Automatic Train Control cab signal aspect display mounted on each side of the boiler head. The display was not in use, since we were not operating in ATC territory, but he described how it worked and how the automatic brake valve was integrated into the system. He told me how the brake valve was locked in operation with a key that bore the engine number. The key, he explained, was called the "token" and was to be in the conductor's possession when the engine was operated in road service in ATC territory.

We waited on the lead for a few minutes while the switch engines finished making up the train, and then in response to three whistles from one of the engines, we started back and coupled to the train. When air pressure was built up, Walter and Hermann made an air brake test and then passed up a highball. Boiler pressure

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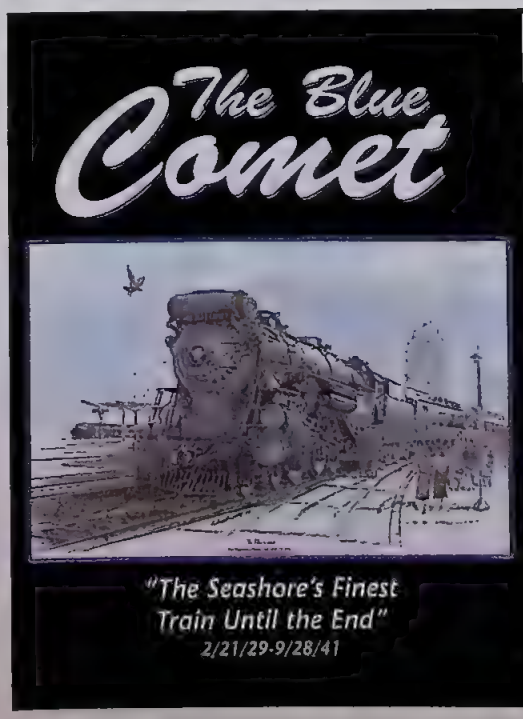

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had been built up, and the safety valves were sizzling just under the point of popping off.

The fireman explained each move he and the engineer made starting the train. "I'm increasing the stoker feed, and the injector is shut off. Watch now as he opens the throttle partway and then shoves it back in a little." Steam from the cylinder cocks blew out each side in alternating hisses as the engine leaned into the load and slowly stretched out the slack and began to move the long string.

The reverse lever was in the front corner at first, and the exhausts were sharp as gunshots. "He's hooking her up now," the fireman pointed out as the engineer moved the lever back a notch or two at a time, shortening the valve stroke. In response the exhausts softened and the speed increased. I had read about these operations, but seeing it done firsthand, I realized, was a very special privilege.

A dwarf signal displayed a proceed indication, and we clattered over the Milwaukee Road's east-west Bloomingdale Line. Beyond were signals on bridges across the tracks fitted with upper quadrant semaphores at Clybourn Junction. Passing the station, the train ran behind the platform. After passing another dwarf signal displaying a proceed indication, the train swung onto the main line. Just ahead was Wood Street Interlocking, where three-track territory began.

"A westbound suburban train," the fireman explained, "is due shortly; it will pass us by on the center track, which is used in both directions." As we rounded the curve, the fireman had me look back to see how the train was running. "See any smoke or fire? Can you see Hermann?"

I had been so excited that I forgot that Hermann was the head brakeman and would normally be on the engine. As I watched the train swing around the curve, I saw him sitting on top of a boxcar, four

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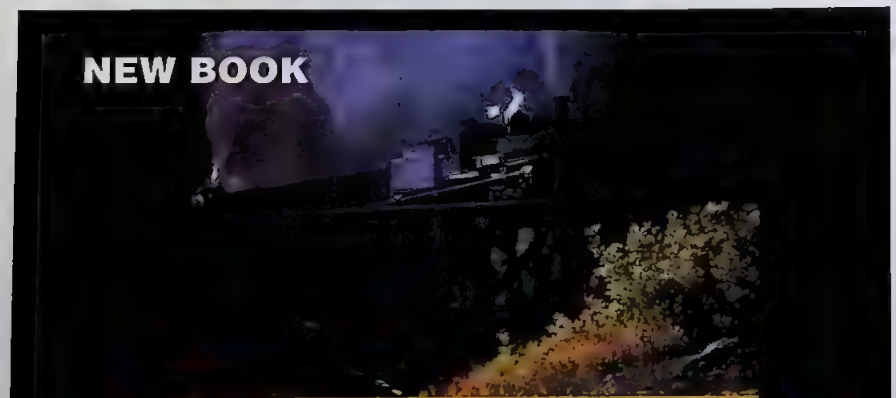

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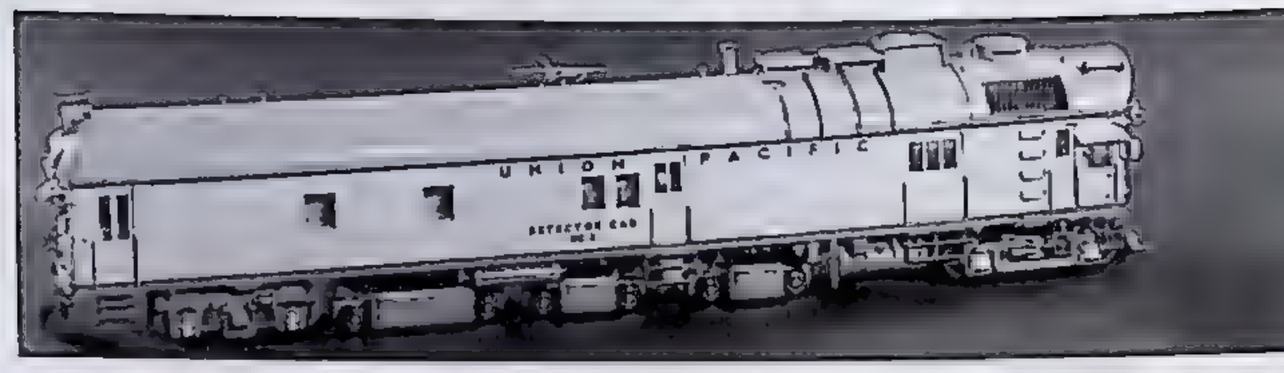

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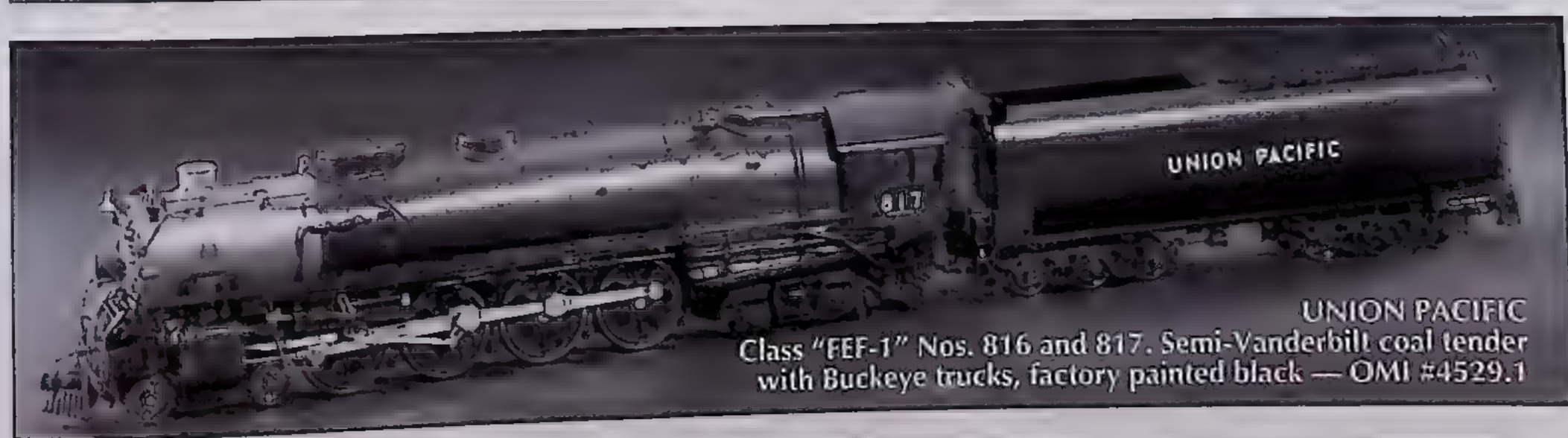

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from the head end. "He prefers it back there during good weather. Four cars back is just the right place as the cinders from the engine all fall before that car," the fireman explained.

Further along we passed an engine working in the New Yard. "That engine is one of two that work out of Mayfair Yard. We'll see the other crew south of Mayfair," the engineer pointed out as he called me over to his side of the engine. "They will clean up their work soon and leave cars in the yard at Mayfair for us to take to 40th Street later this evening."

Just then he closed the side windows as a suburban train of about eight cars roared by on the center track in a cloud of smoke, steam, and cinders. The train, powered by a class E 4-6-2, was running non-stop from Chicago to Jefferson Park, a distance of almost 10 miles.

Then he pointed ahead at the next signal: It was red over yellow. "That signal is controlled by Kostner Interlocking," he said. "We are crossing over to the Mayfair yard lead. Beyond that we will head around a wye onto the cutoff and cross the Milwaukee Road's north-south line."

While we rounded the curve, I returned to my seat on the left side and couldn't help but think the curve was too sharp for such a big engine. But she just leaned into the curve and churned along at about 20 mph through the weeds along the track. After a short wait at the Milwaukee Road Grayland crossing for a passenger train, the signal cleared, and we proceeded south. The fireman pointed east as we crossed Irving Park Road at a freight train that was moving north. "That's us," he said. "When we have over 65 cars, we can see our train as we cross this bridge."

Ahead was a switch engine standing in the clear down on a factory siding. A string of cars stood on the other main track out of the way. One of the crew was giving a highball, indicating they were waiting for us to pass.

Further south, the engineer called me over and pointed out the Hall Printing Company located on the west side of the tracks. There were several street level tracks running alongside the plant, where a small diesel lettered "W. F. Hall" switched cars of paper and printing material in a three-track yard. The engine was fitted with side rods, the first I had seen. "Once a month we get a couple cars of magazines from there and run them down to Wells Street," he explained.

Then he pointed ahead, saying "That's Cragin Interlocking, where we cross the Milwaukee Road's east-west line." The signal indicated proceed, and we rumbled across. We had crossed the Milwaukee Road four times on this trip from Wells Street Interlocking. Later we would cross them a fifth time at Western Avenue on another day with this crew.

But that's a story for another day.

(To be continued) ◇

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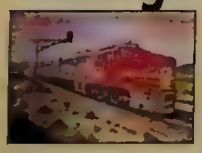

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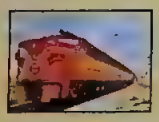

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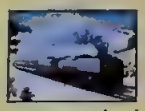

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MAG9

Where Dreams Come True

BY RALPH D. PIERCE

The two illustrations on this page are important pieces of railroad and circus history. Most of you know that railroad history and memorabilia are of great interest to me; but you also know that circus history is my true passion. These examples represent items that had not been easily obtainable or were not known to exist. While we collect diligently and leave no rock unturned, jobs, families, and distance limit the time which we can devote to our hobbies and interests. Until fairly recently there have been no major innovations allowing us any new venues in the discovery and search. Enter the personal computer.

The items pictured here were all obtained using the home PC. Online auctions, sales, and information sites have made collecting reach a new height. I have been using the Internet for more than a year to search out and find unusual additions to my collections.

The Baraboo River scenic postcard is a totally unexpected find. Over the years, I have accumulated quite a holding of local and circus postcards. As I was browsing the online auction, I entered Baraboo as a search option. Up came a listing for two Baraboo cards. I looked at the screen and hesitated: "can't be anything new, just a plain listing." Wrong. When the picture loaded, a clear, well-detailed postcard of the Baraboo River with the Woolen Mill in the background came into view. I suddenly gulped and realized the buildings on the bend of the river were the winter quarters of the Gollmar Brothers Circus, first cousins to the Ringling Brothers. Both shows originated from Baraboo. For 35 years others and I have searched for photographic evidence of this smaller circus. The quarters do not look too impressive, but a circus of this size and nature would not have had an elaborate winter quarters during the early part of this century. This card also shows the relationship to the main line of the railroad. Here was information that will add to the historic knowledge of this circus, most likely found only through the use of an online auction service.

The second postcard pictured came with the river scene. It's almost unbelievable that you would get two great cards at the same time. The Chicago & North Western Railroad had a division headquarters in Baraboo and a very active yard. This card has a great view of that yard. Here again is a card not seen before and a significant find.

So the home PC is not just for e-mail and video games. It can be a great tool for collectors. The online auction services are bringing buyers and sellers together. Prices tend to be increasing, but the availability of rare and more interesting items is also increasing. The sellers with odd items they may not fully understand have access to a market, whereas before they could not reach potential buyers. The buyers have been finding additions to their collections which they only dreamed of. Some of us even are finding new avenues to explore.

This doesn't mean that collecting has become simpler and easier. As with any endeavor, the amount of effort put into the subject will correspondingly relate to the success. Basically people are good and honest, but one also has to use common sense and knowledge. The old saying, "If it looks too good to be true, it probably is," holds true with online buying.

Online auction services are set up as respectable businesses. Most often if you have trouble with purchases, it comes down to two things, buying fad collectibles

Baraboo, Wis. River Scene

or lack of knowledge of the subject. You are successful if you are willing to devote effort and knowledge to your hobby. If you buy online and haven't done your homework, there are chances you may not be fully successful. Reproductions and fakes are out there, sometimes sold by people honestly not knowing the difference; there are also those items sold by a small group of individuals trying to make that fast buck by taking advantage of you.

So know what you are buying. If you are willing to pay good prices for items, do your homework. Most dealers online have a history trail; check it out, and read how others have had success buying from a dealer. Make sure there is a full description of the items, or send an e-mail for more details. I have been very satisfied buying and, yes, selling over the web, but that may not last forever.

If you haven't tried online auction services, maybe it's time to venture out into this new electronic world of collecting. Services that you have seen advertised such as EBAY and AMAZON.COM are just two; more are waiting for you. Time for me to get back on the net for my daily allotment for searching the auctions so that "my dreams can come true."

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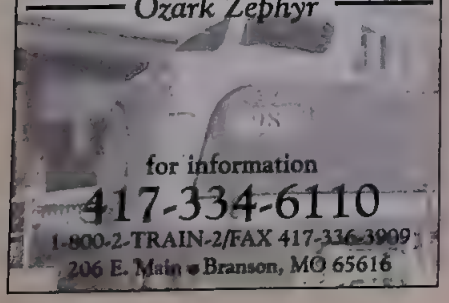

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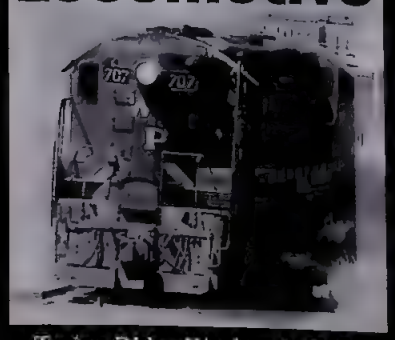

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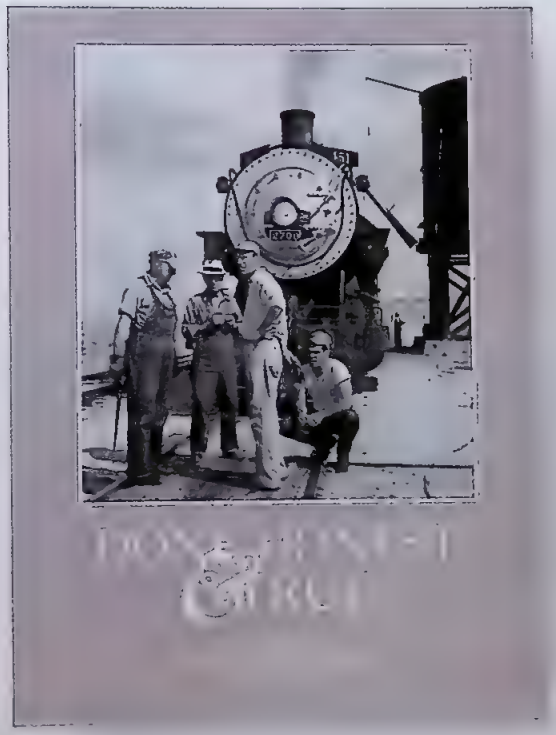
Steinheimer's Photography; Canada; Steam

BY BRIAN JENNISON

Books

DONE HONEST & TRUE: RICHARD STEINHEIMER'S HALF CENTURY OF RAIL PHOTOGRAPHY, text by Ted Benson. Pentrex Publishing; 1999; 96 pp.; softbound; available from the publisher at P.O. Box 94911, Pasadena, CA 91109-4911; 1-800-950-9333; Item B932; $29.95 plus $4 shipping; California residents add 8.25 percent sales tax.

Richard Steinheimer has been described as "the Ansel Adams of rail photography," but I'd beg to disagree. Ansel Adams documented the grandeur of nature into which humanity rarely obtruded. Richard Steinheimer brought humanity and passion to rail photography, a pursuit all to often forgotten by those fascinated with documenting the "hardware" at the expense of the people and places of railroading.



Three elements mark Steinheimer's work in this retrospective look at his railroad photography. The first is outside the picture: the remarkable historical record he has created and preserved since beginning to document American railroading as a teenager in 1946. While he has seen steam leave the railroads, and generations of diesels come and go, what he has documented is a remarkable consistency of the rugged and demanding life of western American railroading across the decades. Second, Steinheimer's photographic vision is equally consistent and strong. The book is given over only to black and white photos, which in many ways are harder to print than color, but which may be more rewarding in consequence. From the first Baby Brownie images, the print quality is superb, and is fully supported by the book's fine reproductions. Finally, I deeply admire obsession in art, a willingness to pursue a subject as far as possible to get the most remarkable image. Steinheimer has been obsessive about his photos, and the best of them are often taken under the most trying circumstances: ice, snow, deep cold, or rain, and often in the most remote locations. He asks why railfan photographers go away when it begins to rain or snow, thus missing great and powerful images. He didn't, and the photos taken at the times of the greatest physical discomfort are among his very best.

Yet, for all these good words, I am disquieted by this book. It's a schizophrenic publication, one which can't quite seem to figure out its audience. I may know the problem. In 1963 Kalmbach published Steinheimer's first photo book, BACKWOODS RAILROADS OF THE WEST. It was offered as an art book, beautifully printed and priced to match. It didn't sell. Railfans apparently didn't want to pay the price, raising the question, should one create a book of fine railroad photos for railfans or for a larger audience? This book could have been an art book, but it isn't. One problem is that Ted Benson's text has been stitched together from several articles he wrote for VINTAGE RAILS and is entirely oriented to railfans (and will most probably be so enjoyed). Another problem, and one that disturbs me greatly, is that the book is too small for the expansiveness of both the text and photos. As a result, some of the very best images (as art) are crowded into small formats, while others of less interest visually are too large, and all too many run into the gutter, making them hard to read. The layout of the volume is like that of an extended article. Considering its price, it would have been better to have added eight or 10 more pages to the book to give the photos more room and prominence, particularly as the text is now so dominant.

Still and all, and no matter what size they're printed, it's hard to forget that image of the SP's curving wooden trestle at Carriso Gorge. Particularly strong are the photos made in the winter, such as the frozen water tank standing in a bleak prairie, the Milwaukee Road electric boxcab locomotives in the snow, or the long exposures of the dazzling arcs as their pantographs shear the ice off the catenary. This is a book one reads once—but one will relish the photos time and again. *Thomas H. Garver*

Thomas H. Garver is a former art museum director who has organized a number of photography exhibitions. More than 40 years ago he worked as an assistant to O. Winston Link and has written the text for THE LAST STEAM RAILROAD IN AMERICA: PHOTOGRAPHS BY O. WINSTON LINK, published in 1995.

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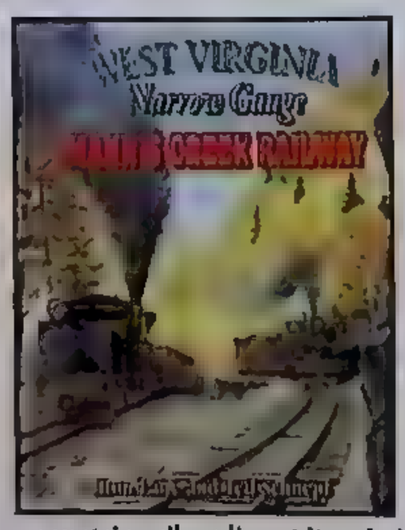

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ACROSS THE CANADIAN SHIELD: CNR MAIN LINE RAILROADING IN THE MID 1950s by Alan Lill and Robert Wanner; CN Lines Special Interest Group; 1998; 208 pp.; hardbound; available from the publisher at CN Lines SIG Books, 260 Henderson Highway, Winnipeg, MB, Canada R2L 1M2; $36.95 U.S. or $49.95 Cdn; add $5 for shipping; Canadian residents add 7 percent G.S.T. This delightful and informative book presents a comprehensive look at the CNR main line between northern Ontario and Winnipeg, Manitoba, during the steam-to-diesel transition era. Profusely illustrated with 185 photographs, including 32 pages of color, ACROSS THE CANADIAN SHIELD is evenly balanced between steam and diesel, as well as among roster, action, and shop/facilities views. The book features the work of Robert Wanner, who in 1955, at the age of 19, was a U.S. Air Force serviceman assigned to the radar station in Armstrong, Ontario, on CNR's main line. Wanner was befriended by CNR employees and traveled widely by rail in the remote Canadian Shield, recording the last of steam and the introduction of the first diesels. The result of Wanner's efforts, and those of author/editor Alan Lill, as well as of other dedicated members of the CN SIG, is a veritable feast for CNR fans and modelers alike.

In six chapters author Lill and photographer Wanner provide a look at big-time railroading in Canada's "Lake of the Woods" region in the four seasons. Particular attention is paid to the details of dispatching, and copies of timetable pages, train orders, and train registers are included. The towns and railroad servicing facilities along the route are also covered in depth, both in photos and with numerous track charts. Appendices include CNR steam and diesel locomotive assignments from December 1955, copies of train registers, a condensed transcontinental timetable, a roster of CNR passenger equipment as of April 1956, a roster of CNR freight cars as of July 1955; and photographs and drawings of standard Grand Trunk Pacific stations. Featuring color covers and an introduction by David McLean, chairman of the board of Canadian National Railway, ACROSS THE CANADIAN SHIELD is truly a "must have" for any fan or modeler of the Canadian National.

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Wheat Kings: Vanishing Landmarks of the Canadian Prairies by Greg McDonnell; Boston Mills Press; 120 pp.; hardcover; available from General Distribution Services, 85 River Rock Drive, Suite 202, Buffalo, NY 14207; $29.95 U.S., or in Canada from General Distribution Services, 30 Lesmill Road, Toronto, Ontario, Canada NOB 1T0. When one thinks of Canadian prairie railroading, one thinks of plains of wheat as far as the eye can see, and, when one thinks of wheat, one sees the lonely grain elevator, or "Wheat King," standing sentinel against the endless horizon. As Greg McDonnell writes so eloquently, "An unassuming structure designed as a facility to store and handle grain, the simple country elevator has eclipsed its intended role and become a prairie institution that has been woven into the social and economic fabric of the Canadian heartland."

In 100 color photographs (mostly full-page plates), author/photographer McDonnell has compiled a poignant tribute to this vanishing symbol of the Canadian west. There are some really stunning images here, by McDonnell himself and by several fellow photographers of the western Canadian rail scene. One chapter deals specifically with the "Peddlers, Pullers, and Tramps" that plied the light rails of the branch lines in Alberta, Manitoba, and Saskatchewan, binding together these tiny communities with the outside world. Boxcar railroading is featured, complete with nimble CN GMD-1s and CPR first- and second-generation Geeps. Wheat Kings is one of the best books this reviewer has yet seen at placing the railroad in economic context.

Transit Talk: New York's Bus and Subway Workers Tell Their Stories by Robert W. Snyder; Rutgers University Press; 1998; 192 pp.; softbound or hardbound; available from the publisher at 100 Joyce Kilmer Ave., Piscataway, NJ 08854-8099; $16 paper; $35 cloth. Featuring a foreword by Pete Hamill, Transit Talk presents a series of oral histories, anecdotes, and reminiscences of 100 of the nearly 44,000 MTA transit workers who perform their jobs day-in, day-out in and under the streets of New York City. In 14 chapters many diverse perspectives are presented, including those of operating, mechanical, and police personnel, both union and management. There are discussions of race, gender, and the generation gap as well. Many of these stories are gritty, and they all shed light on what it is like to work for a system which operates 24 hours a day underneath the teeming city. Transit Talk makes fascinating reading; it is highly recommended to all fans of urban transit systems.

Burlington Route Across the Heartland: Everywhere West from Chicago by Jeff Wilson; Kalmbach Publishing; 128 pp.; softbound; available from the publisher at Dept. ZTRN, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986; $18.95 plus $4.95 shipping;

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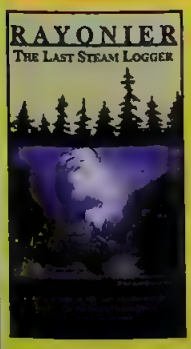

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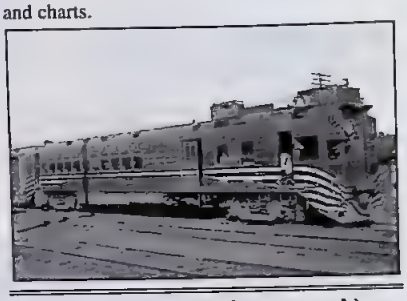

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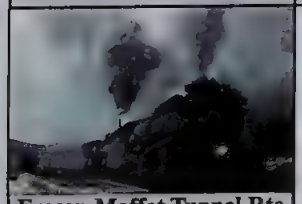

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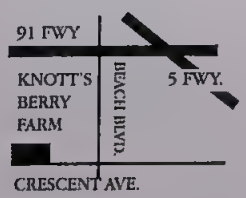

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residents of Wisconsin add 5 percent sales tax; Michigan add 6 percent; Canadian orders add 7 percent G.S.T. A recent release in Kalmbach's successful "The Golden Years of Railroading" series, BURLINGTON ROUTE ACROSS THE HEARTLAND gives us a good look at the "Route of the *Zephyrs*" in the 1930s-1960s through the eyes of more than 40 photographers. A very brief introduction and a nice map by John Signor are followed by lots of excellent black and white photographs from the files of TRAINS Magazine. As its title indicates, the book emphasizes the Burlington Route between Chicago and Denver, although there is also thorough coverage of the Burlington's "shovelnose" diesel streamliners, a short chapter dealing with several other Burlington lines, and a reference to the formation of the Burlington Northern in 1970. Overall, this is a very nice work.

THE NEW HAVEN RAILROAD ALONG THE SHORE LINE: THE THOROUGHFARE FROM NEW YORK TO BOSTON by Martin J. McGuirk; Kalmbach Publishing; 128 pp.; softbound; available from the publisher; details as above. Another in "The Golden Years of Railroading" series, THE NEW HAVEN RAILROAD ALONG THE SHORELINE presents an all–black and white look at the New Haven in the 1940s-1960s. Steam, diesel, and electric locomotives are included, as are freight trains, passenger trains, and electric MU cars. Diesels appear in various paint schemes, including orange with silver stripes, Hunter green, orange and dark green, and McGinnis red, black, and white; the cover features a terrific night shot of a brand-new EP-5 "Jet" by Jim Shaughnessy. In all, the work of 34 photographers is presented.

The photography is first-rate and production values are excellent. However, the text and captions are marred by some silly errors, such as referring to the grand old man of the New Haven, Frederic C. Dumaine, as Frederic "Dulmaine," and calling the FM H-16-44s "Baby Trainmasters" (this name was actually applied to the six-axle version, the H-16-66; see Kirkland's THE DIESEL BUILDERS FM LIMA-HAMILTON, page 55). Another caption shows the observation car of a train arriving South Station, Boston, but describes the train as departing, despite the obvious city skyline in the background. A passenger train carrying a milk car is referred to as a

"mixed" train. In at least one instance a "meet" is described as a "pass," something many contemporary rail authors are careless about (but something which would have caused confusion in timetable and train order days). A nice map by John Signor is included, but maps of the New Haven need to show the date that they represent, as many lines have been abandoned over the years. This map includes pre-1953 graphics but represents the railroad after the 1955 flooding, which destroyed the inland route between Hartford and Boston. Although a capsule history of the railroad is presented, the author makes no mention of this flood, though it wiped out an active passenger and freight through route.

Despite these goofs, and the relative lack of useful information in many captions (i.e., "A perfectly matched A-B-A set of ALCO FA-1s"... yes, that's what they look like in the picture, all right, and this phrase is used more than once), New Haven fans will enjoy this book for its plethora of steam, diesel, and electric photos from the 1940s through 1960s. This was eastern urban railroading at its finest.

AMERICAN STEAM LOCOMOTIVE by Brian Solomon; MBI Publishing Company; 1998; 160 pp.; hardcover; available in major book stores or from the publisher at 729 Prospect Ave., P.O. Box 1, Osceola, WI 54020-0001; $29.95 plus shipping; ISBN 0-7603-0336-3. Photographer/editor/

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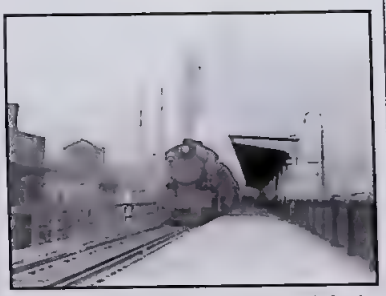

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author Brian Solomon has produced a handsome volume on the American steam locomotive. Although essentially a coffee-table book, AMERICAN STEAM LOCOMOTIVE has several advantages over most of the usual offerings in this genre. For openers, Solomon knows something about the railroad. For another, he is a terrific photographer. Finally, he has done his homework well, and the result is a useful history and reference.

The history of American locomotive development is presented in nine chapters with a bibliography and index. The book is lavishly illustrated, with a well-balanced mix of early black and white archival photos and action from the days when steam was still assigned to freight and passenger trains in America, and more contemporary color pictures of preserved steam at tourist operations and on excursions. Of particular note is the work of Richard J. Solomon, the author's father, who covered the N&W, PRR, Reading, and NYC in the late 1950s/early 1960s.

Chapters such as "Steam Pioneers" and "The Formative Years" discuss early locomotive builders and the first railroads in America and include technical details of boiler design, valve gear, fuel, and the like. Then, "The Locomotive Grows" and "Articulated Locomotives" treat the issues surrounding steam locomotive development in the 1890s-1920s. "Super Power and Streamliners" deals with the advent of the Lima superpower locomotives, the development of the Berkshire type, and a look at Hudsons and Northerns. Lots of neat old action shots fill this chapter, along with contemporary views of fan-

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favorites SP 4449, UP 844, and N&W 611. "Special Service Engines" looks at narrow gauge, cog railways, and geared engines. "Diesel Debut" discusses the interlopers, and "Steam Technology in the Diesel Age" presents steam's ultimately unsuccessful response: duplexes and turbines. The final chapter, "American Steam Today," is an excuse for some terrific contemporary color photography of American steam. If one of your relatives picks up a copy of AMERICAN STEAM LOCOMOTIVE for you, be thankful: This is a pretty good book.

TRAINS OF THE OLD WEST by Brian Solomon; MetroBooks; 1998; 144 pp.; hardcover; available in major bookstores or from the publisher at 15 West 26th Street, New York, NY 10010; $22.98 plus shipping; ISBN 1-56799-478-4. Here, author Solomon presents a look at railroading in the western states of America before the turn of the last century. In six chapters plus a foreword and introduction, the author introduces the reader to the Central Pacific; "Trains Across the Plains" (UP, Santa Fe, and Burlington); "Railroading in Colorado"; "Empires of the North" (the Great Northern and the Northern Pacific); "Snow Wars"; and "Wrecks and Robberies." There is a bibliography and an index.

Although TRAINS OF THE OLD WEST is illustrated primarily with black and white archival photographs and deals largely with 19th and early 20th century railroading, occasionally more modern occurrences are featured, such as the famous incident in 1952 when the *City of San Francisco* became snowbound in the Sierra Nevada. The text is marred by little errors of fact that could have been avoided: For example, the author states in his introduction that the Northern Pacific's Vista Dome Lounges were "the only domes with tables between the seats," forgetting the UP's ACF dome-diners. He also refers to the Milwaukee Road's famous "Little Joe" electric motors as having been "built for the Soviet Union in the early 1950s," when in fact they were built in 1948. These errors are minor, but this reviewer strongly believes that authors bear a responsibility for the veracity of their printed words and should not gloss over the details. Nevertheless, TRAINS OF THE OLD WEST is a well-produced book overall, and one which will provide the reader with a reasonably thorough overview of the importance of the railroad in the opening of the American West.

CENTRAL OF GEORGIA RAILWAY by Jackson McQuigg, Tammy Galloway, and Scott McIntosh for the Atlanta History Center; Arcadia Press; 1998; 128 pp.; softcover; available from the publisher at Arcadia/Tempus Publishing, 2 Cumberland Street, Charleston, SC 29401; $18.95 plus shipping; orders: 1-888-313-BOOK. Another in the continuing series "Images of America," CENTRAL OF GEORGIA RAILWAY provides a look at this Georgia institution in the 1940s through 1960s. Chapters include passenger service, people and places, shops and yards, and equipment and rolling stock. A brief history of the railroad serves as an introduction, and a bibliography finishes out the book. Continuing in the style of the "Images of America" series, CENTRAL OF GEORGIA presents a look not only at the railroad, but also at the people who staffed it. For those interested in railroading in the American South, and for Central of Georgia fans in particular, this slender little volume will be invaluable.

ALCO REFERENCE #1 by Bob Liljestrand; The Railroad Press; 1998; 224 pp.; softbound; available from the publisher at 1150 Carlisle Street, Suite 444, Hanover, PA 17331-1100; $29.95 plus $3 shipping. ALCO REFERENCE #1 is a book of black and white builder's photos of various American Locomotive Company products, ranging in size and type from a 2-6-0 built in 1907 to a Century 855 built in 1964. Obviously, the one cohesive factor of this otherwise eclectic collection of photographs is that everything illustrated was built by Alco. Production values are quite good; it's always nice to see well-printed black and whites. There are numerous shop and detail pictures as well as the classic broadside builder's photos. Not every model from every road is represented, but if you are a fan of the New Haven, the Lehigh Valley, or the SP, to name just three of the roads which are richly represented, you will value this book for showing what certain locomotives looked like fresh out of the shops. ALCO REFERENCE #1 will definitely take its place in the libraries of historians and prototype modelers alike.

LIGHTWEIGHT STREET AND INTERURBAN CARS by Donald Engel; Branford Electric Railway Association; 1998; 64 pp.; 8 ½" x 11"; softcover; available from the publisher at 17 River St., East Haven, CT 06512-2519; fax 203-467-7635; E-mail BERASLTM@AOL.COM; $8 plus $2 P/H. This work, Volume 37 of the Branford Electric Railway Journal, examines the history and development of lightweight cars on America's interurbans and streetcar lines. Black and white photos of the interior and exterior of cars, charts, electrical diagrams, and cutaway drawings augment the detailed, sometimes fairly technical text. A sampling of topics covered includes traction motors, motor controls, gearing, carbody construction, brakes, car builders, standard cars, experimental cars, and cost of cars. Also, the chronology of the development of lightweight cars, plus the end notes, the appendix, and the chart of lightweight car specifications will all be of value to streetcar and interurban enthusiasts. The one drawback of this information-packed book is that the writing is rather clunky at times, and the grammar and punctuation less than perfect. *James P. Ziegler* ◇

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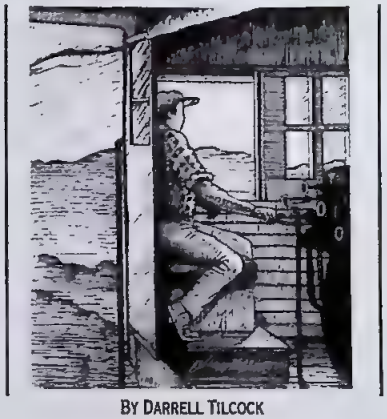

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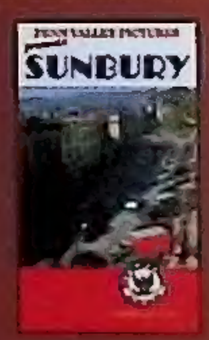

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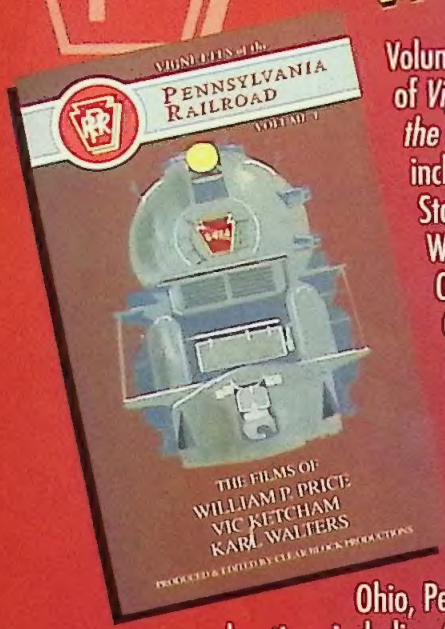

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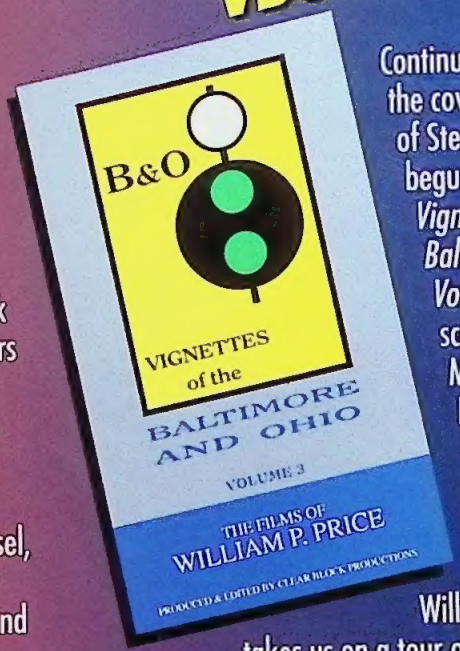

Continuing the coverage of Steam's Finest Hour begun in Volume 2, *Vignettes of the Baltimore & Ohio - Volume 3* opens with scenes of Baltimore, MD in 1941, and East Salamanca, NY in 1949, through the films of Donald Wertz and Charles W. Houser, Sr. William P. Price then takes us on a tour of the Cumberland area west over Sand Patch during the last 50 minutes, to witness the passing of the torch from Steam to Diesel. EM-1's, T-3's, Q-4's and Big 6's are seen along with E- and F- Units, FA's, and GP's at locations including Cumberland, the Narrows, Corriganville, Hyndman, Williams, Brackens, Fairhope, Mance, Manila, Sand Patch, and Keystone.

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